FOUNDED BY ALLAN PINKERTON, 1850

ROBT. A. PINKERTON,
Gen'l Supt. Eastern Division,
NEW YORK.
WM. A. PINKERTON,
Gen'l Supt. Western Div.
CHICAGO

Pinkerton's National Detective Agency

"WE NEVER SLEEP."

OFFICES.
NEW YORK, 66 EXCHANGE PLACE, GEO. D BANGS, SUPT.
BOSTON 42 & 44 COURT STREET, JOHN CORNISH, SUPT.
PHILADELPHIA 45 SOUTH THIRD ST., R. J. LINDEN, SUPT.
CHICAGO, 191 & 193 FIFTH AVENUE, WM. A PINKERTON, SUPT.
ST. PAUL, 63 TO 66 UNION BLOCK, W. J. LOADER, SUPT
DENVER, 1 & 2 OPERA HOUSE BLOCK. CHAS. O EAMES, SUPT.

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN CHICAGO.

CONNECTED BY TELEPHONE.

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New York, Feb. 29th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr., C. B. & Q. Railway,
Chicago, Ill.

Sir:-

We have continued to insert the advertisement for engineers and firemen in all the morning and evening papers of this city and Brooklyn. The insertions will continue until we receive orders from our Chicago Agency to the contrary.

Yours Respectfully

Pinkerton's Natl Det Agency

Robt. A. Pinkerton

Gen'l Supt. Eas. Div.

FOUNDED BY ALLAN PINKERTON. 1850

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New York, Feb. 27th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr., C.B. & Q. Railway,
Chicago, Ill.

Sir:-

On Saturday, 25th inst, we received a despatch from our Chicago Agency informing us of the contemplated strike of engineers on your road and instructing us to be on the lookout for locomotive engineers who could take the places of the strikers. The substance of this despatch was communicated to Gen'l Supt. Robt. A. Pinkerton, who was then in Philadelphia, and he replied to it from our Agency there. Last evening we learned that the strike was likely to be declared, and this morning we had the following insertion in all the morning newspapers of this city and in the "Daily Eagle" of Brooklyn:

Wanted- A number of locomotive engineers to leave the city at once; transportation will be furnished; permanent employment guaranteed; bring papers and reference; only those willing to take place of Brotherhood men need apply at

Room 46, 61 Broadway.

To-day a number of despatches have passed between this office and our Chicago Agency showing the progress made in the selection of engineers, and we have also telegraphed our Boston and Philadelphia Agencies to insert the advertisements in the newspapers of those cities and go through the same routine in engaging engineers as is now being gone through in this city.

We were obliged to engage two rooms on Broadway where we could meet the applicants, and to secure the use of a number of camp stools.

Yours Respectfully

Pinkerton's Natl Det Agency

Robt. A. Pinkerton

Gen'l Supt. Eas. Div.

FOUNDED BY ALLAN PINKERTON
1850
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JAMES McPARLAND, Supt.
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CONNECTED BY TELEPHONE.

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CHICAGO, MARCH 29TH. 1888.

H. B. STONE ESQ.,
GENL. MNGR, C. B. & Q. RY.
CITY.

DEAR SIR,

FOLLOWING YOU WILL PLEASE FIND REPORTS OF MY OPERATIVES.

OPERATIVE 'J. P.' REPORTS.

TUESDAY, MARCH 27TH. 88.

TODAY IN NEW YORK.

AT 5.30 THE OPERATIVE LEFT THE AGENCY, AND ACTING UNDER THE SUPT. DIRECTIONS, PROCEEDED TO THE PENN. RY. DEPOT. THE EIGHT SWITCHMEN WERE IN READINESS AND AFTER SUPPER ALL TOOK THE 7.15P. M. TRAIN FOE CHICAGO.

OPERATIVE 'G. J. S' REPORTS, -

SUNDAY, MARCH 25TH. 88.

TODAY IN BROOKFIELD, MO.,

AT 7, A. M. THE OPERATIVE RELEIVED THE NIGHT FORCE OF MEN AT THE C. B. & Q. R. R. YARDS, AND AT 7 P. M. HE WAS RELEASED BY THE NIGHT FORCE. OPERATIVE REPORTED NO TROUBLE OF ANY KIND DURING HIS TIME ON DUTY.

MONDAY, MARCH 26TH. 88.

DURING THE DAY OPERATIVE IN COMPANY WITH 'E. C.', GAURDED THE C. B. & Q RY. YARDS. EVERYTHING WAS QUIET DURING THE WATCH, AND AT 7P. M. THEY WERE RELEIVED BY THE NIGHT FORCE.

OPERATIVE "J. M" REPORTS.-

MONDAY MARCH 26TH. 88.

TODAY IN CRESTON.,

THE OPERATIVE MINGLED AMONG THE ENGINEERS AND FIREMEN.. THEY ARE WORKING QUIETLY, AND SOME OF THEM THINK THE STRIKE WILL BE SETTLED IN THE COURSE OF A FEW DAYS. THE OPERATIVE SAYS THE SWITCHMEN WILL NOT STRKKE UNLESS ORDERED TO DO SO BY THE YARD MASTER. THE OPERATIVE ATTENDED A SOCIABLE GIVEN BY THE G. A.R. AND SEVERAL OF THE STRIKERS WERE PRESENT, BUT HE GAINED NO INFORMATION, EXCEPT THAT TOMORROW WILL DECIDE ABOUT THE SWITCHMEN STRIKING.

OPERATIVE "R. G" REPORTS.-

MONDAY. MARCH 26TH. 88.

TODAY IN AURORA.

THE OPERATIVE LEARNED TODAY THAT THE STRIKERS HAD THE MERCHANTS OF AURORA SIGN A PETITION TO THE GOVENER LAST WEEK ASKING HIM TO APPOINT A COMMISSIONER TO EXAMINE THE PRESENT ENGINEERS OF THE C. B. & Q. R. R. THE OPERATIVE ALSO LEARNED THAT THE BREAKMEN WERE GOING TO LEAVE WORK WITHOUT AN OFFICIAL STRIKE BEING DECLARED. THEY WILL LEAVE IN SECTIONS AS THE SWITCHMEN HAVE DONE IN ORDER TO ANNOY THE COMPANY. THEY WILL ALSO BE PARALIZED AT CHICAOG, AS THE SWITCHES ARE SO COMPLICATED AND NUMEROUS, THE NEW HAND CANNOT MAKE MUCH HEADWAY, THE OPERATIVE THINKS.

THE SWITCHMEN AND BRAKEMEN HELD A MEETING AT THEIR HALL NO. 5 BRODWAY DURING THE AFTERNOON, AND THE OPERATIVE SAW TWO MEN ENTER. ONE OF THEM SAID" THE SWITCH WAS LEFT OPEN LAST NIGHT, AND IT WILL BE LEFT OPEN TONIGHT AGAIN, AND THE TRAIN IS SURE TO GO OFF."

THE MEN WERE ABOUT 5 FT. 7 INCHES IN HEIGHT, WORE SOFT BLACK HATS, AND CHINCILLA OVERCOATS. MEIDUM BUILD.

THE POLICE DISPERSED ALL CROWDS WHO STOPPED ON THE STREETS

THE OPERATIVE REMAINED IN THE VICINITY OF THE R. R. TRACKS FROM BRODWAY CROSSING TO SPRING ST. CROSSING UNTIL 1.30. A. M.,, BUT SAW NO ONE WHO ACTED SUSPICIOUS. THE BROTHERHOOD MEN PAID THE FIREMEN, TODAY AND THE ENGINEERS, WILL BE PAID TOMORROW.

OPERATIVE REPORTS THAT THE PEOPLE HAVE LOST ALL HOPE OF THE ENGINEERS WINNING THE STRIKE, SINCE THE SWITCHMEN STRUCK AND THINK IT WILL BE OPEN WAR NOW. SOME OF THE MERCHANTS ARE BEGINNING TO COUNT UP THE LITTLE BILLS THE STRIKERS OWE THEM.

TUESDAY MARCH 27TH. 88.

THE OPERATIVE REPORTED THINGS VERY QUIET IN AURORA. VERY FEW STRIKERS WERE ON THE STREETS, AND THERE WAS A COMMITTEE LEFT THERE IN THE MORNING, FOR CHICAGO. THE OPERATIVE THINKS THEY ARE COMING TO WORK UP A BRAKEMENS STRIKE.

THE OPERATIVE HEARD THAT IT TOOK 40 THOUSAND DOLLARS TO PAY THE STRIKING FIREMEN ALONG THE LINE.

THE LIGHTS IN THE ENGINEERS HALL WERE EXTINGUISHED AT ABOUT 9.30 P. M. SOMETHING WHICH IS VERY UNUSUAL, AND THE STRIKERS WERE NOT SEEN ON THE STREETS UP TO 11 P. M. ON BRODWAY.

OPERATIVE SAW MR. R., AND INFORMED HIM OF THE SAME.

OPERATIVE "F. W" REPORTS.

MONDAY, MARCH26TH. 1888.

TODAY IN AURORA.

THE OPERATIVE OVERHEARD SEVERAL MEN WHO DID NOT SEE HIM , IN A SALOON ON BRODWAY, TALKING ABOUT A SWITCH, AND ONE MAN SAID, ' SHUT IT, YOU D--- F--, YOU WILL GET IN TROUBLE.

OPERATIVE REPORTED QUITE A NUMBER OF MEN DRUNK, AND SAYS THEY LOOK MORE LIKE SWITCHMEN THAN ENGINEERS. SOME OF THE STRIKERS WERE PAYED OFF TODAY., AND BUT FEW OF THEM WERE AROUND THE DEPOT.

THE FIREMEN , ENGINEERS, AND BREAKMEN HELD MEETINGS, DURING THE AFTERNOON AND EVENING . THE OPERATIVE OVERHEARD A PARTY OF

ENGINEERS TALKING AND AMONG THEM WAS ONE CALLED ALONZO FRAN FRANK, AND ONE WHOM THE OPERATIVE CALLED SHORTY, THEY WERE IN A SALOON ON BRODWAY. THE LATTER ONE SEEMED TO BE LEADER AMONG THE STRIKING SWTCHMEN, AND ENGINEERS. IN THE SALOON. OPERATIVE HEARD THE THEM SAY, " IF THE EAST CAN BE TIED UP, ALL WILL BE WELL. OH, YES, WE CAN DO THAT, AND YOU SEE WHAT ANOTHER WEEK WILL BRING AROUND."

MR. GRANTT, PROPRIETOR OF THE HOTEL TOLD THY OPERATIVE THAT HE WOULD NOT BOARD THE , SCAB SWITCHMEN, AND HAVE THE D--- DETECTIVES AROUND HIS HOUSE, OH NO. HE SAID HE REFUSED TO BOARD THE SCAB SWICTHMEN, WHO A COMMITTEE OF ENGINEERS BROUGHT THERE.

THE OPERATIVE REPORTED THAT THERE WERE TWO, MEN WHO WERE SHADOWING THE R. R. CO. AS OFFICERS, THE DESCRIPTION OF WHICH WAS FURNISHED AT ONCE TO MR. WILSON. OPERATIVE THINKS THEY ARE THERE FOR THE PURPOSE OF SHADOWING MR. WILSON, TO LEARN THE WHO THE DETECTIVES ARE THAT COME IN CONTACT WITH HIM.

DURING THE EVENING THERE WAS A MEETING OF A FEW ENGINEERS AT THE HOTEL, AND THE ONLY ONE WHOM THE OPERATIVE KNEW BY NAME WAS "BARNCORD". NEAR MIDNIGHT AS OPERATIVE WAS WALKING ALONG, HE MET A POLICMAN, WHO WAS FRIENDLY WITH THE STRIKERS. HE THINKS THE STRIKE IS NOT NEAR OVER WITH, AND SAYS THE HARDEST IS TO COME.

THE REPORTS ARE TO THE EFFECT THAT THE SWITCHMEN WILL ALL GO OUT IN SECTIONS THEN THE BREAKMEN, FIRST ONE DIVISION AND THEN ANOTHER. THEN THE TRACKMEN, AND IF THIS DOES NOT WORK, THEY WILL THEN TEAR UP THE TRACK, OR BLOW UP THE ROAD AT DIFFERENR PLACES, BETWEEN AURORA AND CHICAGO. OPERATIVE NEXT WALKED FROM SPRING ST. TO THE BRIDGE, ALONG LASALLE ST, WHERE HE COULD SEE THE SWITCHES, AND FOUND THEM ALL GUARDED, AND NO STRIKERS IN VICINITY.

OPERATIVE "E. H. W" REPORTS.,

SUNDAY, MARCH 25TH. 88.

TODAY IN ST. JOSEPH- MO.

THE OPERATIVE FORST PROCEEDED TO THE POST OFFICE

AND THERE RECEIVED A LETTER FROM ASST. SUPT. "J. C. MCG." STATING THAT HE WOULD BE IN ST. J. SUNDAY NIGHT OR MONDAY MORNING AND WISHED TO SEE OPERATIVE. THE OPERATIVE TOOK THREE MEALS AT MRS. EVANS', AND AT EACH MEAL, SAW HOPKINSON, AND SEVERAL OTHER RY. MEN. THE SWITCHMENS STRIKE FORMED THE PRINCIPAL TOPIC FOR CONVERSATION, WHICH WAS ORDINARY RIALROAD MENS TALK. NO INTIMATION WAS MADE THAT THE SWITCHMEN THERE WOULD GO OUT, AND IN FACT, THE ASST. YARD MASTER IN THE K. C. YARDS, SAID IN ANSWER TO OPERATIVES INQUIREY" THAT NO WORD HAD BEEN RECEIVED FOR THEM TO GO OUT, AND HE DID NOT THINK THEY WOULD". THE ASST. YARD MASTER AND ONE OF THE SWITCHMEN, AND FIREMAN HOPKINSON, HAVE BEEN HEARD TO EXPRESS BITTER FEELINGS AGAINST THE COMPANY. THE Y. M. SAID THE KANSAS CITY DIV. WAS THE BEST EQUIPPED ONE THE Q. COMPANY HAD, AND THEY WERE RUNNING MORE TRAINS, BOTHE FREIGHT AND PASSENGER THAN ANY OTHER DIVISION OF THE Q, SYSTEM, COMPARATIVELY SPEAKING. HE FURTHER SAID IT WAS DIFFICULT TO EXPLAIN, WHY THE ENGINEERS AND FIREMEN WERE LESS ENERGETIC IN THEIR ENDEAVORS TO DEFEAT, THAN ON ANY OTHER DIVISION

FOR EXAMPLE HE REFERED TO THE THE B. & M. RIV. DIVISION. DURING CONVERSATION WHICH OPERATIVE HAD WITH HIM IN REGARD TO THE NUMBER OF ENGINEERS ENGAGED, AS THE PAPERS STATED, FROM THE READING RY., HE SAID AS A MATTER OF FACT ONLY 23 K. OF L. ENGINEERS LEFT THE READING RY. EMPLOY DURING THE COAL MINERS STRIKE, AND THEY DID SO BECAUSE THEY WERE K. OF L. MEN IN DIRECT SYMPATHY WITH THE MINERS- SUBSEQUENTLY HE ADDED, ENOUGH QUIT, (AT INTERVALS) AND WERE DISCHARGED TO MAKE THE SUM TOTAL OF 109 MEN. NOW THE RY CO. Q, WOULD HAVE ONE BELEIVE THAT SEVERAL HUNDRED K. OF L. MEN QUIT AND THAT THEIR PLACES WERE FILLED BY BROTHERHOOD MEN. HE CONTINUED THAT THE KNIGHTS AND B. H. MEN, THE COMPANY WOULD LIKE TO HAVE START A QUARREL, IN ORDER TO DEMORALIZE BOTH ORGANIZATIONS.

AT 7. P. M. THE OPERATIVE ON HIS WAY FROM THE PACIFIC HOTEL, STOPPED AT THE UNION DEPOT, AND ENTERED THE GOLD DUST SALOON

HE SAW TWO OR THREE MEN, WHO CARRIED LANTERNS, AND WERE SUPPOSED TO BE RY. MEN. DURING CONVERSATION WITH THE BARTENDER THE OPERATIVE HAD EXPLAINED TO HIM THE INCIDENTS OF THE ASHTABULA DISASTER. THE TOPIC AROSE BY SOME QUESTION BEING ASKED IN REGARD TO A PICTURE WHICH WAS HANGING ON THE WALL.

MONDAY. MARCH 26TH. 88.

THE OPERATIVE MET ASST. SUPT. MC.G. ABOUT 9.30 AT THE PACIFIC HOTEL. GAVE ACCOUNT OF THE WAY HE WAS SITUATED, IN REGARD TO MC.DONALDS, PATTERSON, AND MORRIS HOMES. MATTERS WERE EXPLAINED TO MR. MERRIL; AND HE HAD ABOUT DECIDED TO SEND OPERATIVE HOME THINKING HE WOULD BE UNABLE TO ANY GOOD THERE. AT 11.50 A. M. THE OPERATIVE LEFT "MC.G" AND PROCEEDED TO THE VICINITY OF THE UNION DEPOT, AFTER WHICH HE TOOK A CAR, FOR THE PURPOSE OF GOING TO MRS. EVANS', 2218 SO. 6TH STREET, FOR DINNER

OPERATIVE AGAIN MET J. HOPKINSON AT MRS. EVANS, AND ASKED WHAT WAS BEING PLAKED AT THE OPERA HOUSE, OR WHAT A MAN COULD DO TO PASS HIS TIME AWAY. HE QUESTIONED HIM THUS IN ORDER TO DRAW HIM INTO CONVERSATION. HOPKINSON SAID HE ENGAGED HIMSELF BY ATTENDING BROTHERHOOD MEETINGS FROM 9 TILL 12. A. M. AND FROM 2 UNTIL 5P. M. AND KEPT HIMSELF POSTED AS TO HOW THINGS WERE GOING.

THE OPERATIVE SAID HE WAS ANXIOUS TOO KNOW HOW THINGS WERE GOING, WHEN THEY WOULD COMMENCE TO WEAKEN, AND HOW LONG IT WOULD BE BEFORE A MAN COULD APPLY FOR THE DESERTED POSITIONS. HOPKINSON ANSWERED THAT SINCE THE SWITCHMEN HAD GONE OUT, THEIR CHANCES OF WINNING WERE MUCH MORE FAVORABLE. "WEAKEN! SAID HE, NOT BY A D--- SIGHT AND FROM THE WAY THINGS LOOKNOW IT WILL BE A LONG TIME BEFORE THE STRIKE IS ENDED." HE SAID NO DEFINITE ARRANGEMENTS HAD BEEN MADE WITH THE SWITCHMEN. THE OPERATIVE INVITED H. TO ATTEND THE DIME MUSEUM WITH HIM, AND HE CONSENTED TO GO.

AT THE DINNER TABLE H. TOLD YARD M. HOOTEN THAT THE B. H. PAY CAR

HAD LEFT CHICAGO, IN THE MORNING AND WOULD PROBABLY ARRIVE THERE THURSDAY.. OPERATIVE INFORMED H. THAT HE HEARD, CRANTZ AND BROOKFIELD HAD THE BETTER OF THE BROTHERHOOD BY RUNNING IN A LOT OF MEN OSTENSIBLY, PUT THEM TO WORK, PURPOSELY FOR THE BROTHERHOOD TO BUY OFF. HOPKINSON THAT WAS SO, BUT THAT THEY HAD GOT ONTO IT IN SHORT ORDER, . THE COMPANY WOULD SENA A MAN DOWN TO THE DEPOT HE SAID, ON AN ENGINE, AND THEN THEY WOULD PERSUADE HIM TO LEAVE. IF HE DID NOT, DO SO ON ACCOUNT OF NOT HAVING MONEY, THEY WOULD ADVANCE HIM SOME. AT THE SAME TIME OLD, CHASE D --- HIM, WOULD HAVE ANOTHER MAN IN A CARRIAGE AT THE OTHER END OF THE DEPOT READY TO TAKE THE PLACE OF THE MAN THEY HAD BOUGHT OFF.

DURING THE EVENING HOPKINSON CALLED AT OPERATIVES ROOM IN COMPANY WITH SAM PILLSON. A PAINTER, WHO WAS INTRODUCED AS ONE OF OUR BOYS, MEANING THAT HE BOARDED AT THE SAME HOUSE, WITH THEM. INSTEAD OF ATTENDING THE MUSEUM, AS THEY EXPECTED TO DO, THE THREE MEN SPENT THE EVENING IN A SALOON CALLED THE "SPIDER". THEY HAD SEVERAL DRINKS TOGETHER, CIGARS &C. AND ALSO PLAYED SEVERAL GAMES OF POOL. PILLSON BEING RATHER OUT SPOKEN SAID, "HE HAD BEEN IN ALL THE STRIKES HE CARED ABOUT, AND IF IN CASE ANY TROUBLE AROSE IN HIS DEPARTMENT, HE WOULD SIMPLY QUIT, AND LOOK FOR ANOTHER JOB. HE IS FOND OF BOTHERING HOPKINSON, AND TELLS HIM TO TAKE HIS OLD JOB IF THE COMPANY WOULD HAVE HIM, AT THE SAME TIME P. WOULD BE WINKING AT OPERATIVE, AND ON THE SLY , DAID" OH, MY!, BUT JOHN IS BITTER, AND CONFIDENT OF SUCCESS.

DURING THE EVENING THE CONVERSATION DRIFTED OT THE CONDUCTOR WHO GAVE THE COMPANY NOTICE THAT HE WOULD NOT ACT AS "PILOT", BEFORE STARTING WITH HIS TRAIN FOR KANSAS CITY, AND SUBSEQUENTLY RETURNED TO ST. JOSEPH VIA. THE MISSOURI PACIFIC.

HOPKINS SAID NO ACTION HAD BEEN TAKEN BY THE BROTHERHOOD MEN, AS HE HAD NOT ASKED FOR ANY ASSISTANCE, AND IT VAS A CONDUCTORS DUTY TO ACT AS PILOT, AND BY NOT DOING SO HE FAILED TO DO HIS DUTY, AND WAS DISCHARGED ON ACCOUNT OF THAT AND NOT FOR THE DISPOSITION, SHOWN TO BEFREIND THE BROTHERHOOD.. HE SAID HOWEVER THAT ABREAKMAN HAD NO RIGHT TO ACT AS PILOT, AND AS SOON AS THE CH CHIEF OF THE BREAKMANS SOCIETY, HEARD OF THEM DOING THAT, HE CAME DOWN AND PUT A STOP TO IT. BUT, HE CONTINUED THE COMPANY GET AROUND THAT DIFFICULTY ALL RIGHT BY SIMPLY SETTING UP(PROMPTING) A BREAKMAN, AND MAKING A CONDUCTIOR OUT OF HIM, AND THEN RUN 2 CONDUCTIORS ON ONE TRAIN.

THE MEN REMAINED TOGETHER UNTIL LATE, AND THEN SEPERATED AND TOMORROW WILL ATTEND THE MUSEUM, IN CASE IT IS OPEN.

ASST. SUPT, J. C. MC.G. REPORTS.

MONDAY, MARCH 26T'H. 88.

TODAY IN ST. JOE.

AT THE PACIFIC HOTEL MC.G. MET OPERATIVE "W", WHO INFORMED HIM THAT HE WAS LOCATED AMONG THE FIREMEN AND ENGINEERS ON W. 6TH. STREET, WHICH IS A VERY GOOD LOCATION, WHERE INFORMATION CAN BE LEARNED, BOTH IN RELATION TO ENGINEERS AND FIREMEN.

MC.G THEN SAW MR. MERRILL AND EXPLAINED TO HIM THE CONDITION OF AFFAIRS AT BROOKFIELD. HE SAID IT WOULD BE JUST AS WELL TO LEAVE THE FORCE OF MEN AS THEY WERE AT BROOKFIELD, AND THAT THEY COULD BE REDUCED BY MR. CRANCE WHEN CIRCUMSTANCES PERMITTED IT.

AT 2.20 P. M. MC.G. TOOK THE TRAIN FOR HOTTSMOUTH NEB. AT WHICH PLACE HE ARRIVED AT 7.30. P. M.. HE SAW LEIUT. D. WHO REPORTED EVERYTHING WORKING NICELY. SOME TROUBLE HAD TAKEN PLACE AT FIRST, BUT THEY DO NOT ANTICIPATE ANY MORE., UNLESS THE SWITCHMEN GO OUT.

YOURS RESPECTFULLY.

PINKERTON NAT'L. DET. AGENCY
BY W. A. Pinkerton

GENL. SUPT. W. DIV.

F. T.

FOUNDED BY ALLAN PINKERTON
1850

ROBT. A. PINKERTON,
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JAS. McPARLAND

ATTORNEYS FOR THE AGENCY:
CLARENCE A SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN CHICAGO.

CONNECTED BY TELEPHONE.
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KANSAS CITY, 105 & 107 WEST SIXTH ST
C H. EPPELSHEIMER, SUPT

New York, March 19th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operatives further report as follows:

Tuesday March 13th, 1888.

Operative E.S.G. reports: To-day in Syracuse. I remained about the hotel during the day until 3:00 p.m. the day being so very cold and stormy that I had but few applicants and secured but one, that being the only one who was well enough versed with the workings of the Westinghouse air brake.

During the afternoon I took a walk around the N.Y.Central shops, and learned that Master Mechanic White was strongly in favor of the Brotherhood and I thought best not to approach him. I ascertained that the saloon of Cal Wagner was a favorite resort of men from the shops, and I made myself known there that it would reach the men in the shops. I learned that there were a number of good engineers there who no doubt would go out if assured of employment. I returned to the hotel again at 6:30 p.m. and had a number of callers, two of whom represented themselves as being engineers, but having no papers whatever; they promised to call again and bring letters. There are a number of men here from the West Shore and Central roads at work on the road at whatever they can get to do, who have been at some time laid off for trivial offences, but afraid to risk going West, and want too much time to make up their minds.'

Operative J.T.McM. reports: 'At 8:00 a.m. I left Hornellsville and arrived in Binghampton at 12:10 p.m. I at once went to the Lewis House and made enquiries for mail or express matter. I did not find any. I also made enquiry at express office, but found no express matter since Sunday and did not look for any for several days. I tried to telegraph but found all wires not working. I returned to the depot and tried to get a train for Susquehanna, but they were not running; they might run one some time during the night if the storm let up. I waited around the depot till midnight but no train went out for Susquehanna. I returned at about 5:00 p.m. The Postal Telegraph Company told me they could send a despatch to New York. I sent word informing the Agency of the non arrival of express package, also that I was snow bound. No answer was received until Thursday morning informing me that it was too late to send but would sent first thing Wednesday morning.'

Operative S.M.J. reports: 'This morning in Hartford. I started for the hotel where I had been stopping. I covered the ten blocks in four hours. I could do nothing during the day; no trains ~~no~~ moving and no telegraph communications. At 7:00 p.m. I received the following telegram from the Agency:

'Will not send any engineers West until railroads are reported clear. Keep track of men you engage, so that you can get them together when telegraphed.'

I went to the main office of the Western Union to answer, and ask if I should advertise for day or two but they would not receive the despatch, as there was no further communication between here and New York. I feel that I can rely on all my men being on hand both at New Haven and here. One man named A. W. Clark came from Willemantic Monday morning but it was impossible for him to return. He was lying at the station and I took care of him. He came in with only expense sufficient to make both return trips. I have two more men in perspective but cannot reach them or communicate with them. Late this evening I learned that Tom Osborn, engineer, had been reached by messenger, but his answer I have not received. I could get no word to New Haven or Springfield to-day."

Wednesday March 14th, 1888.

Operative E.S.G. reports: "To-day in Syracuse. I had a number of callers for information, but few of them worthy of notice. I managed, however, to get two men that might be suitable. A man from the N.Y. Central R.R. shops called in the evening, having been sent by two others who were afraid to call themselves, and he will probably go and may get the others here, who I am to see at dinner hour to-morrow at Cal Wagner's saloon. I have had a number of applications from men who knew nothing whatever about the air brakes, whom I would not take.

I received the following telegram from the Agency:

"Only engage to go to Chicago the best class of air brake engineers.

Keep control of men until we telegraph you. Will start from here as soon as N.Y. Central is sending through train West."

Men who I have in waiting I see every day, and I have them ready to start on short notice."

Operative J.T.McM. reports: "To-day in Binghamton. I visited the office of the Telegraph Co., several times during the day, but up to 2:00 p.m. I got no response to message sent to the Agency last evening, the claim being made that the wires were down. I attempted several times during the morning to get a train for Susquehanna, but no guarantee would be given of getting there. I then sent a despatch to the Postmaster to forward letters held for me at the Post office to the Lewis House, Binghamton. At 6:30 p.m. a letter from the Agency was sent to the hotel. I at once visited such as had made application and that I could find and had a talk with them. In conversation with John H. Johnson at his residence, Hotel Johnson at No. 73 Collier Street, I learned that he had been employed as fireman, engineer and brakeman at different times on the G. I. and S. R.R., also that he had been employed as engineer on the Binghamton Electric Railway; that he felt confident that he was fully conversant with the duties of engineer and fully capable to run a locomotive. He also felt that he could pass an examination. He said he did not want to go out there if it was so that if by any chance he failed to pass an examination he would be left there. He would go out there any time if he stood any show of getting a place. He is a good appearing young man and one that looks capable. I did not give him any decided answer until I first heard from the Agency.

I then visited F. Sturtevant at No. 214 South Water Street; his house is some distance out of the town proper. This is the man whose letter was answered by mail. He is only a fireman, but is very anxious to obtain a place. He has been unfortunate in business. He fired on the Buffalo Division of the Erie Road, and also on the Bradford Branch.

He says if he should be wanted he can furnish the very best of reference.

The application of Edward George I answered by postal asking him to call at the hotel at 10:00 a.m. Thursday, as I could find no one that knew him. I could not find Fayette Mersereau at his house. I understand he is a first class engineer, and is at present on the Erie Road, and has had the very best of record; he ran the fast paper train on Sundays and for 19 years has never had an accident of any kind; he is not satisfied with the Erie. I left word that I would call for him again. I spent part of the morning and afternoon along the track talking with men at several houses and also some at the depot; most of the men will not give any decided answer; the impression prevails every where that men that have gone on strike will be reinstated as far as possible. It would be indeed an easy thing to get engineers if their word could be taken for what they say, but I have found in almost every case on close questioning that their knowledge of engineering is rather limited. There seems to be a general idea that where a man has fired on a locomotive either on the mail line or in the yard for a year or so he is fully capable to run a first class train.
At 9:00 p.m. I received a despatch from J. W. Hamilton in regard to air brakes."

Operative S.M.J. reports: "To-day in Hartford. After breakfast I started out to see the two Webbs, No. 590 Garden Street. I showed them the telegram which was satisfactory, and both will be ready as soon as the roads are open. I returned to the hotel after three miles tramp, and met drifts all the wayfrom six to 20 feet deep. Ithen took up Tom Osborn, and reached him by messenger with communication. He says he will report to me this evening at the hotel.

I scoured around but failed to learn of another idle engineer, so I returned to the hotel, and had a call from John R. Hewett, a man of about 42 years, heavy set, and I judge a very good fireman. He has good papers from roads here. He is perfectly competent to run an engine, but does not ask for the position, owing to his being a little deaf, but when on the engine it does not trouble him, only in a room when in conversation; he has been firing ten years. I gave him no encouragement, but said I would write regarding his case, and perhaps he would be accepted if accompanied by an experienced engineer. He said he knew of a good engineer if his age was not against him -55 years- but having good eyes and hearing.

Regarding railway travel the train due here at 8:00 a.m. Monday is still snow bound at Meriden. A train from Springfield came in at 3:00 p.m. left Boston Monday morning early; our mail is on that for New York. At 6:00 p.m. she still stands at the station, not having heard from the pilot sent out to New Haven. I had a telegram received for New Haven. I sent word to Mr. Kellogg of the Tremont House to instruct my men that I would ship as soon as the railroads were reported open to the West to be in readiness on receipt of telegram from me to leave. The Western Union would not take telegrams for New York; the wires were down. I made an attempt to get to Springfield this evening. We ran out two miles and returnedfor another engine to push us through. I did not chance the second trip and now learn the train is fast in the drifts three miles up the road. My fourth man engaged turned up this evening and will report to-morrow for further instructions. I looked up E. M. Hurnston, Master Mechanic of N.Y. & N.E.R.R. I had a pleasant talk but could get no names. He is in full sympathy apparently, but no use."

Thursday March 15th, 1888.

Operative C.H. reports: "I arrived at No. 61 Broadway at 8:40 a.m. to-day Applications came in very slowly to-day. I saw about 18 men, but found none of them to be competent engineers, so I did not engage them. To-night I notified the following parties by mail to report at No. 61 Broadway to-morrow at 3:30 p.m. ready to leave the city:

James L. Durbec, No. 90 South Street, City,
James Woods, No. 1867 9th Avenue, do,
W. D. Van Sickle, No. 358 West 47th Street, City,
G. B. Hayes, No. 76 Linden Street, Brooklyn,
J. H. Senior, No. 10 Hull Street, do.

I delivered the above letters to Supt. Bangs who had them delivered."

Operative M.B.T. reports: "At 5:50 p.m. I received instructions to deliver letters to G.B. Hayes, No. 76 Linden Street and to J.H. Senior, No. 10 Hull Street, Brooklyn. I found both these gentlemen, but Mr. Senior said his boy and wife were sick and he did know if he could go to-morrow, but that he would notify J. W. Hamilton. Mr. Hayes said he would see Hamilton to-morrow, and appeared anxious to go to Chicago."

Yours Respectfully

Pinkerton's Natl Det Agency

Robt. A. Pinkerton.

Gen'l Supt. Eas. Div.

FOUNDED BY ALLAN PINKERTON.
1850
ROBT. A. PINKERTON,
Gen'l Supt. Eastern Division,
NEW YORK.
WM. A. PINKERTON,
Gen'l Supt. Western Div.
CHICAGO.

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"WE NEVER SLEEP."

OFFICES.
NEW YORK, 66 EXCHANGE PLACE, GEO. D BANGS, SUPT.
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PHILADELPHIA 45 SOUTH THIRD ST., R. J. LINDEN, SUPT.
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ST. PAUL, 63 TO 66 UNION BLOCK, W. J. LOADER, SUPT
DENVER, 1 & 2 OPERA HOUSE BLOCK, ~~CHAS. O. EAMES~~, SUPT.
JAS. McFARLAND

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN CHICAGO.

CONNECTED BY TELEPHONE.
COPYRIGHTED, 1888
KANSAS CITY, 105 & 107 WEST SIXTH ST
C. H. EPPELSHEIMER, SUPT

New York, March 17th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative E.S.G. writes us as follows:

Syracuse, March 15th, 1888.

"I am in receipt of your letter of yesterday, also the following telegraph messages:

"Will not send men forward to-day, possibly to-morrow night."

"Engineers will leave here 6:00 p.m. to-morrow (Friday) night via N.Y.Central, be prepared to have yours join them on arrival Syracuse. How many have you engaged? Telegraph answer."

I had a man sent to me this afternoon named Andrew Hudson, an old engineer of the N.Y. Central and many other roads of the South and West, and who has been a Master Mechanic. He showed me a telegraph message he had received from the Master Mechanic of the B. & M. R.R. from Omaha last Saturday, asking for fifteen good engineers, and he got together ten good men and sent word by telegraph back about it, but has heard nothing more of it. Now he claims that he can get me some good men in the next few days if they can be assured that they will not be obliged to go through a color test on colors not used on railroads as he says the Western railroads want. This man made an application for a membership in the Brotherhood here but he has been put off and now says that he wants to get even. He says that there are Brotherhood men who are going to endeavor to get work on the C. B.& Q. R.R. for the purpose of doing the Company injury.

This man is a well known railroad engineer and mechanic, but is considerable of a talker, but I think that I might be able to get up another lot of men from here through him if I stop over Sunday.

He claims that the Brotherhood are expecting a strike to be called on the roads East, and that non-union men are holding back for it, rather than go West.

He has left me his address and has promised to come in and see me to-morrow and give me the names of some men.

One great difficulty I have to contend with is holding the men after engaging them as they go and tell what they are going to do and Brotherhood men talk them out of it; there are so many engineers about here all of the time, the men also are afraid of being sent away out West on some of the branches where they can not get their families.

I am expecting to send eight engineers to-morrow night; that is the number I now have ready, unless they change their minds."

Yours Respectfully

Pinkerton's Natl Det Agency

Robt. A. Pinkerton

Gen'l Supt. Eas. Div.

FOUNDED BY ALLAN PINKERTON.
1850
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~~CHAS. O. EAMES~~, SUPT.
JAS. McPARLAND

ATTORNEYS FOR THE AGENCY:
CLARENCE A SEWARD, NEW YORK.
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CONNECTED BY TELEPHONE.
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KANSAS CITY, 105 & 107 WEST SIXTH ST
C. H EPPELSHEIMER, SUPT.

New York, March 20th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operatives further report as follows:

Thursday March 15th, 1888.

Operative E.S.G. reports: "To-day in Syracuse. After break- I called at the address of three men, which I had and which were given me as being those of engineers, and not seeing some of them I left word for them where to call and see me.

During the day I had several callers and by night time I had 8 men engaged for to-morrow (Friday) night with promise of more.

J. L. Hudson, an old engineer and who is now employed in taking an engine from the locomotive works at Schenectady out to different roads in the West, had a telegram which he showed as having received on the 10th inst from Mr. Holdride M.M. of the B. & M. R.R. asking to be sent some engineers. Mr. Hudson said that he thought he could get me seven or eight men that would go West if perfectly assured of proper treatment. Mr. Hudson is a well known engineer and mechanic, and is looked upon as a good one, having been on many of the Western and Southern Railroads and has been Master Mechanic on some roads West. He is inclined to feel his importance and so I showed no anxiety in regard to my getting men about here, and did not make any offer to him or ask him much about men, but when he was ready to go he quietly made an appointment to meet me in the morning alone, he then being in company with one of the men whom I have enaged to go away, and who brought him to me. I think through him I can get a few men probably not as many as he says as he is a pretty good talker."

Operative S.M. J. reports: "To-day in Hartford. After breakfast I received three calls from firemen. I desired to see several men, Frank Hurst, Geo. Taylor, Chas. Evans, A. D. Russell, Tom Osmead, John Taylor, John R. Hewitt, A.Thuer, G. C. Gray and H. T.Dans. I could not go by sleigh or carriage, so took it as others did- horseback all day. Frank Hurst, discharged, bad accident, Geo. Tayler, now on a drunk; Chas. Evans, laid off for leaving engine I rejected all of them; A. D. Russell I rejected as an incompetent engineer; Tom Osmead is laid up with quinsy; he is a Brotherhood man; John Taylor now working at Colts screw factory running engine for $2 per day, is Brotherhood man; has resigned, but resignation not yet acknowledged, rejected; John R. Hewett, entirely too deaf, rejected; A. Thuer not accustomed toWestinghouse automatic air brake, now running stationery engine; I rejected him. G. C. Gray No. 73 Albany Avenue also H. T. Davis, No. 73 Albany Avenue I think I can get. Gray is now working and Davis is suffering with a little cold, and was in bed taking a sweat when I called. Have appointment to-morrow at noon with both men. I returned to the hotel at 7:00 p.m. Trains had gone to New Haven, but no further; not an office would receive a telegram for New York. I have all my men all right here at telegraph notice. Iwrote all my men in New Haven, Mt. Carmel and

Milford to be in readiness for telegram notifying them to leave sometime Saturday. I had two calls during the evening up to 11:00 o'cloc from firemen, and rejected them. I advertised in the Hartford Courant. My work to-day getting the names mentioned above was from scouring around; callers are few; Brotherhood men are in power around here, and all papers are in sympathy with them; they tell me so, as I make the inquiry of each newspaper man. I got Clark off my hands and out home to-day at Willimantic. I retired at midnight.'

Yours Respectfully

Pinkerton's Natl Det Agency

Robt. A. Pinkerton

Gen'l Supt. Eas. Div.

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ATTORNEYS FOR THE AGENCY:
CLARENCE A SEWARD, NEW YORK.
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D. W. MUNN CHICAGO.

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KANSAS CITY, 105 & 107 WEST SIXTH ST
C. H. EPPELSHEIMER, SUPT.

New York, March. 12th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operatives further report as follows:

Wednesday March 7th, 1888.

Operative J.T.McM. reports: "At 8:30 a.m. I called on Master Mechanic Van Victhen of the New York Lake Erie & Western R. R. He said I would find few if any engineers in Port Jervis, for the reason that the Erie was taking up as many as they could get of late, they had been promoting their men and he did not know of one that he would be willing to recommend, that it was their policy to reinstate such of their engineers as had been laid off for cause. He claimed to be anxious to help the C.B.& Q. Road as much as was in his power, but did not see how he could do so.

I visited some of the saloons about the railroad shops and along the road front and made enquiry for engineers. I found firemen were plenty, but engineers were few. I found some engineers but they were at present employed on the Erie and did not wish to leave; many of them wanted the address to write to so I gave to all such the address of J. W. Hamilton. Later in the day I met Hugh Kirkwood. Kirkwood was a few years ago an engineer on the Erie but had been laid off for an accident to his train; an accident that he claims the yard switchman was to blame for. He called on me at the hotel and showed me his card, showing him to be a member of the Brotherhood, and also letters and papers to prove he was an engineer. He is at present awaiting orders to take a dead engine out to Oregon to set it up and run it for the Rogers Locomotive Works of Paterson, N.J. He is expecting word any day; if he did not very soon obtain word from them he would go willingly. At my request I wired the Rogers Company regarding when the place would be ready, so far he has received no reply. He claims he will go and says he will see Hamilton. I hear good reports of him although a member of the Brotherhood he is not in the best of feeling towards them at present.

One other that I met was a man named George Wheeler. He has been engaged for some time upon the Erie; commenced as fireman and then took an engine, and has run an engine in the yard for some time, and has taken engine and train over the entire division; he has never yet run what might be called first class train, and can produce good papers and reference as to ability and good character; he cannot leave just now but would like to in a few days. I told him to get his papers and when he did so to write Hamilton, and if at that time they were yet in want of men he would get an answer.

During the evening several called on me, claiming to be engineers but upon questioning I found that such was not the case; they as a general rule were firemen, who thought they could run engines; with such I did not waste any time. There are many that are anxious to go out to Chicago, but very plainly show that they are not the kind of men that would be accepted if sent. It would be indeed an easy matter to obtain a car load of such at short notice. The Erie at this point make it a kind of recruiting place for engineers and firemen, and of late are taking on as many as possible."

Thursday March 8th, 1888.

Operative J.T.McM. reports: "To-day in Port Jervis. At 9:00 a.m. I visited the men about the switch and round houses with such as would talk with me. I sought information as to first class men as engineers. Most of them told me that they were Brotherhood men and in no way would help the C.B. & Q.R.R. Other refused to say anything; talk was indulged in among the men and it was in an antagonistic manner towards the engineers now going to Chicago.

I met in a saloon a young man Peter Rosencrans, now firing on the Erie. I heard him talking about the strike and heard him mention that he was an engineer. I spoke to him and asked him where he had ever charge of an engine. He said on the Monticello P.J. and N.Y. R.R. I asked him if he would go to Chicago and take a place on the C. B. & Q. R.R. He was undecided and did not know what to do; he had just built a house here and had his family. He said if that was not so he would go in an instant; again he was afraid that if he went the moment the strike was over he with all the rest would be discharged and the old men reinstated. I told him such was not the case and showed to him the circular letter in my possession. He promised to see me this evening at the hotel and give me a final answer.

After leaving him I made enquiries regarding him. I was informed that he was not at all reliable and was continually under the influence of liquor; that he had lost his position on the Mont. P. J. and N.Y. through drink. He did call on me during the evening in a very intoxicated condition to inform me that his wife would not let him go, but made him keep his present place with Hugh Kirkwood.

I called on Hugh Williamson. He is also an ex-engineer and member of the Brotherhood; he says he wants to see the Brotherhood defeated in this latest move of theirs. I could not get him to say that he would go; he would think it over and if he came to any conclusion he would let J. W. Hamilton know.

I also called on Philip Ulrich who claims to be an enginner; he said he would get papers to that effect. I understood that David Powers, an ex-enginner on the Long Island road was looking for me. I met him in a saloon near railroad crossing and showed him the circular letter, and had a long talk with him. He said he would go to New York on Friday morning and see J. W. Hamilton. I spoke to him about his refcrence. He said he could get them in New York, and would be willing to go if he got the chance.

There is in town a Dudley Warner, who is an ex-engineer and a member of the Brotherhood; he is now a man of wealth; he is about the town inducing men not to go saying the Brotherhood will take care of any that are out of a place.

I do not see how I can be of any use longer in this place for the principal fact that there are absolutely but very few engineers, and such as are idle are expecting to go back on the Erie. There are many would-be engineers that I will not take. I drove out to find an engineer named Al. Smith, but could not find him. I have seen personally all engineers that are out of employment, but only one out of them; all have gone to New York. With the permission of the Agency I should like to visit Susquehanna or Hornellsville on Saturday and make search there."

Operative S.M.J. reports: "This morning I called at Purcell's saloon on 42nd Street and saw Henry Batton, engineer. He said he had concluded to go to Chicago, and had been arranging the preliminaries to bring his wife to this country. He is an old engineer of the Midland Road, Eng., but now he will cable his family to remain until further instructions, and in a few days he will report at our office, No. 61 Broadway. I then went to the office of the West Shore and New York Central to see Mr. Wm. Buchanan. Here I learned that no applications were received, but were sent to the three separate Master Mechanics at stations out on the road, and each and every one are held personally responsible for all engineers admitted to service;

A. Gould, Master Mechanic, East Buffalo,
L. S. White, do do Syracuse,
J. Buchanan, do do W. Albany. I had difficulty in reaching this point but it is important. I then left for the outlying district of Jersey City to see Geo. C. Levor, No. 33 Johnson Street. After a chase after Mr. Levor I found his friends at the 'Arbor Hotel' on Johnson Street, No. 346, and was informed that Mr. Levor had received my letter this morning, and intended to go to Chicago, but one of them showed him the heading 'No more engineers for the 'Q' road', so he felt disappointed and remarked, 'well, it is for the best. I will go to Philadelphia and get a position at stationery engine work.' I could not get his address in Philadelphia, but the Philadelphia office may pick him up there. I visited the headquarters and among homes of engineers in Jersey City and found no men were idle. Some few had been suspended

for ten days but gone to work again. The demand now at home in the East is too great to leave idlers. I could not find one engineer among all the haunts. I returned to Brooklyn and went out to East New York and called at Louis Gleason's, No. 163 Hull Street. I found him at home. He was undecided and I took him over across the way to his neighbor, Jonathan Waterbury, another engineer that I have been working on. We had a long talk there and resulted in the two gentlemen concluding to meet this evening and compare notes of their own personal interest and would let me know by mail at No. 61 Broadway. Waterbury had previously written declining.

I took the 4:00 p.m. train for New Haven, arriving there at 6:20 p.m. I went to the offices of the Company and learning the location of John Henny, Master Mechanic I telephoned him but found he was at the shops, but would leave there before I could reach him. I said I would call at the house during the evening. I located at the Tremont House and then called at John Henny's. No. 170 Orange Street and learned from Mrs. Henny that Mr. Henny was quite anxious to see me; he had received a letter from me nearly a week ago. Mr. Henny had this evening an important engagement at the New Haven House and would return and see me at 10:00 p.m. I then put my advertisement in the three morning papers, Morning News, Morning Journal and Courier, leaving the afternoon papers until to-morrow. I then went to John Henny's house. Henny confirmed his wife's statement that he had received my letter and appeared in full sympathy with our troubles, and had been scouring around for engineers on the quiet through Lewis, his clerk. He said he did not have a single application for the position as engineers, but had from

75 to 100 applications for firemens position by parties never fired on engine, but willing to learn. Henny said on the entire seven divisions they had but one man that was not a member of the Brotherhood and he never would join. That ~~mother~~ Arthur has been doing very quiet effectual work for some time, and has included all but one man through the seven divisions. Last week they held a meeting at Hartford and each member voted $5 to the Brotherhood, and a meeting was also held at New Haven during the same week, and each one chipped in $2.50 to the cause of Brotherhood. Henny has a clerk that has two members of the Brotherhood that keep him posted to every favor. We discussed the position at length regarding engineers and Henny said he did not know of a single man but one Enos Doran that was out, and he is a Brotherhood man, suspended for drunkenness, and is on committees of Brotherhood, and supported by them. Of course he is no good for us.

I remained at Henny's house until 11:45 p.m. He feels conscientiously in duty bound to assist us quietly if possible. He received a letter also from Mr. Wm. H. Turner, Gen'l Manager, asking his services to my cause. I shall see Henny to-morrow."

Operative C.H. reports: "I arrived at No. 61 Broadway at 8:00 a.m. to-day and throughout the day received applications for positions of engineers and firemen, engaging only competent enginners and taking the names and addresses of the firemen for future reference.

At 4:20 p.m. operative E.T.C. came in from Boston with five engineers and one fireman; he turned them over to me and I checked them off. At 6:20 p.m. Supt. Bangs came in and after checking the men off he instructed them as to the conditions on which they went to Chicago, and then gave me charge of them and told me to take them to supper and then to see them safely off the train on the D. L. &. W.R.R.

At 6:35 p.m. I left No. 61 Broadway with eleven engineers and one fireman in charge of operative D.W. and went to supper, after which I took the men to the D. L. & W.R.R. foot of Barclay Street and on the boat to Hoboken. At 8:55 p.m. we went aboard the train and in checking my men I found I was one man short, and he was D. L. Morrill, the Boston man, who had his trunk at the Grand Central Station. Operative F.B.J. had arranged to have the trunk at the depot. I came to the conclusion that Morrill had gone on the accomodation train via Morris & Essex Division by mistake. I instructed operative D.W. to look out for Morrill at the other end of the tunnel as all trains stop there, and Morrill would more than likely leave the train there and wait for the express to come along. I left the depot with operative F.B.J. at 9:18 p.m. after seeing the train off."

Operative E.S.G. reports: "To-day in Albany. I awaited the result of the last evening and this morning's newspaper advertisements. The first callers were some men from Troy applying for positions as firemen, one of whom had a brother leave Troy this week for Chicago as an engineer on his own responsibility; none of these applicants had ever run an engine. I then had a man call who is now employed in the shops of the N.Y. Central R.R. Co. and who was at one time Master Mechanic in Milwaukee, Wisconsin and he had decided to go with me on Saturday morning. He informed me that there are a few engineers in the shops who are among their best men, but the Master Mechanic, Buchanan, has been inclined to discourage any men who have said anything about going out to Chicago, but that there are a couple who might go after they had heard from some one whom they knew were there, but they do not care to risk their present positions to go. One other applicant formerly of the Delaware and Hudson Canal Co's road and also of the Erie, had decided to go but has since been inclined to change his mind; both of these men are married. Those two were the only applicants I had who were really locomotive engineers; others were firemen and from stationery engine. During the afternoon I went out among the following machine shops but was unable to find any locomotive engineers among them that were reliable:

H. A. Anthony, No. 9 Liberty Street,
J. Bradley, No. 42 Columbia Street,
Breslin Bros, No. 68 Church Street,
W. B. Brown, No. 1 Hudson Street,
Burdick & Son, No. 13 Green Street,
T. Clark, No. 163 Livingston Street,
J. Gledhill, No. 22 DeWitt Street.

In the evening I went out to the house of the man who is from the N.Y. Central R.R. shops to see if he could give me any of the names and addresses of any men from the shops who might be willing to leave here, but he was unable to do so, but would call in the morning and let me know."

Yours Respectfully

Pinkerton's Natl Det Agency

Robt A. Pinkerton

Gen'l Supt. Eas. Div.

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ST. PAUL, 63 TO 66 UNION BLOCK, W. J. LOADER, SUPT.
DENVER, 1 & 2 OPERA HOUSE BLOCK, ~~CHAS. O. EAMES~~ JAS. McPARLAND, SUPT.

ATTORNEYS FOR THE AGENCY:
CLARENCE A SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN CHICAGO.

CONNECTED BY TELEPHONE.
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KANSAS CITY, 105 & 107 WEST SIXTH ST. C. H. EPPELSHEIMER, SUPT

New York, March 17th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operatives further report as follows:

Saturday March 10th, 1888.

Operative J.T.McM. reports: "To-day in Port Jervis. About 9:00 a.m. I had two callers; they were young men, who said they were first class firemen; they did not expect to be taken but wanted to give their names in case I should be in need of any at any time.

During the time I was in the reading room of the hotel I noticed several men standing about the door who would also come into the room and stay a moment and then go out. I judged them to be engineers.

At 12:05 p.m. Hugh Kirkwood came into the hotel. I noticed that the moment he came in three of the men that were standing at the rail road crossing came towards the hotel and entered. Kirkwood said, 'I have got two at least that will go if they are satisfied.' He then introduced me to Merrick and Bryan. I had a long talk with them and told them what I would do for them; they were both ~~mxkix~~ working at present on the Erie road, but would go West if they could better themselves; they wanted to know the exact price paid per mile for freight and passenger. I told them that the Company paid as high as any road running out of Chicago. I at their suggestion wired J. W. Hamilton for information on that point. While I was talking quite a number of men came in and sat near us. One said, "boys what are you here for?" Merrick said, "I am here to go West, if I see that I can better myself." One of the men that came in I understand is Secretary of the Brotherhood at this place; he said, "not much you are," enforcing his remarks with very profane language. I said, "if the man wants to go West to work he can go and I will see that he gets there all right, and if he passes a satisfactory examination he will get a place; if there is no vacancy he will get landed back in this town without one cent expense to him." After expressing his opinion of the C. B. & Q. Road in very strong language the man (Secretary) left. Merrick and Bryan and I remained talking until 12:30 p.m. when they left promising to see me in the afternoon.

At about 3:30 p.m. when I was on my way to the Post office I passed several men standing on the corner of the second block from the depot; as I came near them they all faced me; just as I passed one made the remark, "why don't they ride him out of town on a rail"; at the same time using very filthy language. I passed on, but on my return I stopped at a window next to them and was looking at what was shown in the window, one of the men said, "say Jack will you go to Chicago?" "No", said one, "I would like to catch the --- that is hiring men". They kept it up for some time till I got tired of listening and then walked back to the hotel.

At 6:00 p.m. when I was standing near the desk in the Delaware House a man carrying a dinner pail came in; by his looks I judged him to be an engineer, but not out looking for work. He came over to where I was standing and asked me if I was the person engaging men to go on the C. B. & Q. I said, 'yes, I am taking all I can get.' 'Well', he said, 'I am a Brotherhood man and I want to know the names of the men that you have sent.' I told him that he had come to the wrong person for that information; that I could not then remember the names but supposed the number was about four or five. He said, 'yes, four, and I want their names.' I told him it was a waste of time on his part to stand asking questions, as I did not propose answering them. He continued, 'four men it is said have left here to go to New York, and we understand it was through you that they were sent. We will find out who they are and it will go hard with them when they are found out.'

The man was actually so angry that when speaking about it he ground his teeth in rage and called the men and C. B. & Q. Road all the vile names that he could think of. I was told by the doorkeeper at the hotel that it might go hard with me if I were to go out, as some of the crowd might injure me.

At 7:30 p.m. I went over to the depot but did not experience any trouble, and left on the 7:48 p.m. train for Susquehanna. I left word with Kirkwood if the two men that spoke to me in the afternoon would be willing to go to Chicago on Tuesday to wire either myself or J. W. Hamilton. There is no Chaffee House in Susquehanna, one hotel (in name only) being in the town, which is up over the depot.'

Sunday March 11th, 1888.

Operative J.T.McM. reports: 'To-day in Susquehanna and Hornellsville. At 9:30 I called on V. Blackburn, the Master Mechanic of the

Susquehanna Division of the Erie road in Susquehanna. I told him the object of my visit. He greeted me very warmly and said if there was anything in his power that he could do to help me he would do it, but that there was an agent for the C. B. & Q. road there last week who could do nothing; he gave me the name of a Mr. Pierce that the agent had seen, but could not induce to go, and that was the only engineer in town that was out of employment. I might see him and perhaps might influence him to go. I called at the house of Mr. Pierce, but only saw his wife. Mrs. Pierce said it would be of no use in seeing her husband as another gentleman had called last week; that Mr. Pierce was a Brotherhood man and would not go at all. I then telegraphed the Agency informing them that I would leave for Hornellsville at 3:30 p.m. In conversation with railroad men at the depot I learned of A.L. Horton an ex-engineer of the Erie road living across the river. I knew I had but a short time to see him in so I drove over and called at his house. He showed me his reference from Mr. Blackburn, the Master Mechanic, as a fireman and also as engineer; was anxious to go but not on such short notice. I told him that Thursday morning would do if he could make up his mind to go at that time. He said he would no doubt take the place and would let me know by telegraph on Monday.

I find that some agent of the C. B. & Q. Road had canvassed this road quite thoroughly. In speaking with an employee at Corning this p.m. I found he took several out of that place for the West on Friday. I have not yet seen the Master Mechanic at this point as I did not arrive here till 8:00 p.m.

It as an understood thing that but few of the men wanted to go West; the feeling prevails that such men as are employed now will when the strike is declared off be discharged and places given back to the old hands. In my opinion many more would go than do go if it were not for the fact of the influence brought to bear by the Brotherhood of locomotive engineers, many being afraid to accept; this state of affairs I found to prevail very strongly at Port Jervis. In conversation with a railroad employee at Corning I learned that some agent had been there and, as he thought, had taken some men West. As Elmira and Binghamton are not the terminus of any of the divisions I did not stop there, thinking best to first visit Hornellsville, and on my return if thought best then to stop at those places. I was informed that there were some good men at Hornellsville, but it was doubtful if they could be obtained on account of the sympathy extended towards the Brotherhood West by men in the employ of the Erie. The letter spoken of in despatch of Saturday I could not obtain in Susquehanna as the Post office was not open and I could not find the Postmaster. I have written him to forward it to me at this address.'

Operative S.M.J. reports: 'To-day in Hartford. I remained around the hotel until 10:00 a.m. but there were no callers. I then went on the outside among engineers and railroad men, among whom I was nicely treated. There were few views expressed regarding the condition of affairs in the West, and the impression among them is that I cannot get a man in Hartford;that does not deter me, however, from my work but strengthens my exertions. I did not find a man, and returned to the hotel, and between 10:00 a.m. and 2:00 p.m. I had two applications for positions as firemen, but they had no credentials, and I did not entertain a thought of them. I started out again in the afternoon and scoured the town, learning of one man, engineer, that has just returned from the South where he has been running a train. I got word to his mother who promises to reach him by to-morrow. He will be accompanied by a strapping, fine experienced fireman and engineer of stationery (possibly). Later on I had a call from A. J. Russell that had been firing for four years, three years on the West Shore, one year on Central Road, Mass., and three months as engineer on switch engine.

The Brotherhood is fighting against him so he gave up railroading two years ago. He is a man about 30 years old, heavy set and sober. I gave him no encouragement, but he said he was of the impression that he could get an old engineer with whom he had been associated as fireman, to go to Chicago. I shall let him try and see what he can accomplish. In the evening I had a young man call in regard to a commission for three engineers named, Geo. Taylor, Frank Hurst and Chas. Evans, all engineers. I informed him that I was not acting under any such instructions, and thought we could equip our road with a high grade of experienced engineers. He said he would bring them around, and I could compensate him if I saw fit. I have little confidence in him. In the evening I scoured around and learned that Geo. Taylor was an engineer on this division and thought of resigning, but could not learn his address.

This morning I received a letter with instructions regarding shipment on Tuesday, and to have my men on hand in N.Y. by 4:00 p.m. I shall carry out instructions. This evening I inserted an advertisement in the morning "Hartford Courant", the most important paper in Hartford. I telegraphed my advertisement to Springfield costing $1.05, about the same as railroad fare carrying it up there. I wrote to Geo. M. Bemus, proprietor of the Warwick Hotel, Springfield, stating the facts that I had advertised in the Springfield Republican for engineers to call at his hotel, and that I would be at his house on the 12:05 p.m. train to-morrow, and to keep all callers until my arrival. I then intend returning to Hartford by 6:30 p.m. train and meet any callers; they are scarce. This 11:00 p.m. I am in receipt of letter from Agency regarding instructions as to scarcity of men etc.

There were no callers from 10:00 p.m. up to this hour, 12:30 a.m.'

Operative E.S.G. reports: 'This morning in Albany. I remained about the hotel to see any who might call; a couple of stationery engineers called but they had no experience on locomotives; none that were worth considering came. I left Albany on the 1:15 p.m. Limited Express for Syracuse, arriving at Syracuse at 5:00 p.m. and went to the Empire House and inserted my advertisement in the morning Courier, also the morning Standard, and the Evening Herald and Journal. I also called on Treadnay at his house, No. 91 East Adams St., one of those who had made application by letter, and another named Griffith of the Phoenix B. & M. works, both of whom are to call on me Monday and let me know what they will do.'

Monday March 12th, 1888.

Operative S.M.J. reports: 'This morning in Hartford. The heavy snow storm that set in last evening continued; no cars were running on any line, and I tried a coupé and succeeded in landing at the spot where Wm. H. and Geo. M. Webb lived, No. 590 Garden Street, Hartford. I saw the father, Wm. H. He has been hounded by the members of the

Brotherhood for a long while, and they have offered him money inducements to join, or not go to Chicago. He pays no attention to them.

I got both men; this makes up to noon to-day four engineers,

Wm. H. Webb, No. 590 Garden Street, Hartford,

Geo. M. Webb, do do do do do,

A. W. Clark, Willmantic, Conn.,

Howard S. Hudson, No. 62 Imley Street.

Our tramp by conveyance is the last move I can make to-day. The snow drifts are from 10 to 12 feet deep and over two feet on the level; all communication is closed by rail; the train due here from N.Y. at 8:00 a.m. has not arrived, and no trains are moving a rod, and cannot leave the station. I could not leave for Springfield by train, so I tried to telegraph or telephone but failed in all. I wanted to find Tom Osborn, the Southern engineer I have spoken of, as I learned he intended to leave again for the South, so I concluded to chance the storm and reached the Allyn House. I pushed on to Asylum and Summer Streets, but could not get any further and turned back, but it had grown to a genuine blizzard, and I found it an impossibility for me to return to the hotel. I stopped at a small hotel near the Post office."

Operative E.S.G. reports: "This morning in Syracuse. I went out for a while among some of the machine shops, then returned to the hotel and awaited applicants from the newspaper advertisements, of which there were quite a number called to get particulars. There are several stories floating about, which have a tendency to cause applicants some uneasiness and hesitancy about going out on the road. One man from the West Shore R.R. said that a N.Y. Central R.R. conductor told him this morning that the Brotherhood were sending men to make applications as non-union men, just for the purpose of doing damage to the Co's engines, that it might tend to discourage the Company in trying to get along with men outside of the Brotherhood, and that firemen and switchmen in sympathy with the strikers who are on the road made it dangerous for engineers.

Another had the story from a conductor of the N.Y. Central that the men are being sent out in filthy emigrant cars and fed on sandwiches all the way out.

I have three men now ready to leave at any moment, and one who is ready but will be detained until Thursday or Friday through a law suit in which he is an expert witness, and I have three more in consideration, and will no doubt have six good men by Wednesday night if ready to send by that time. It has been snowing constantly since Sunday morning and still continues.'

Yours Respectfully

Pinkerton's Natl Det Agency

Robt. A. Pinkerton

Gen'l Supt. Eas. Div.

FOUNDED BY ALLAN PINKERTON
1850

ROBT. A. PINKERTON,
Gen'l Supt. Eastern Division,
NEW YORK.
WM. A. PINKERTON,
Gen'l Supt. Western Div.
CHICAGO.

Pinkerton's National Detective Agency
"WE NEVER SLEEP."

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GEO. D BANGS, SUPT.
BOSTON. 42 & 44 COURT STREET,
JOHN CORNISH, SUPT.
PHILADELPHIA, 45 SOUTH THIRD ST.,
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ST. PAUL, 63 TO 66 UNION BLOCK,
W. J. LOADER, SUPT
DENVER, 1 & 2 OPERA HOUSE BLOCK,
~~CHAS. O. EAMES~~, SUPT.
JAS. McPARLAND

ATTORNEYS FOR THE AGENCY:
CLARENCE A SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN CHICAGO.

CONNECTED BY TELEPHONE.

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KANSAS CITY, 105 & 107 WEST SIXTH ST
C. H. EPPELSHEIMER, SUPT.

New York, March 15th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operatives further report as follows:

Saturday March 10th, 1888.

Operative S.M.J. reports: 'To-day in New Haven. This morning I had six men call for positions; two (engineers) were drinking men; one fireman who was too young, heavy set and with but little experience, is a mechanic, named Burton, Newton, Mt. Carmel, Conn, very promising young man and very ambitious to become fireman; Chas. H. Maginnis of Milford, Conn, I engaged as engineer; next Robt. J. Games, Mt. Carmel, Conn. This concluded the callers up to 12:00 o'clock noon. At 12:30 p.m. I had two young inexperienced men call for firemen's positions and rejected, then three callers by stationery engine engineers and no experience on locomotive engines. I had received instructions from New York to go to Hartford, Springfield, and New London and hunt up men, and ship Tuesday to New York. I then took up the outside, and only learned of Robt. T. Orr, of No. 73 Townsend Avenue, New Haven, a fireman of two years experience on Boston road, a good strong, heavy set, sober, industrious, money saving man of 23 years, anxious to go to Chicago to fire on locomotive.

I then telegraphed to my six men engaged not to report on Monday but on Tuesday at 12:00 o'clock noon at Tremont House prepared for shipment. I had no other mode of notifying them as mail would not be delivered through outlying districts and points in Connecticut. I also telegraphed New York to write me at Hartford care Park Central Hotel, and I would go to Springfield and New London, although the latter place is more of a steamboat center. Returning to the Tremont House I found Geo. E.Baldiwn of No. 243 Greenwich Avenue, New Haven, Conn. He is anxious to go to Chicago as engineer; he is an old experienced engineer and a fine man, a Mason and G.A.R. He cannot leave his present position until one week from to-day; he has a son now running on the division here and would like to take him; he is an old hand at firing; is now a member of the Brotherhood, and resigns at once for causes of his own, ill treatment and expense. I arranged to notify Mr. Baldwin if wanted next Saturday. I learned on my return that a bet had been wagered between two prominent rail road men (an engineer and conductor) that I would not get a single man in all New Haven within 48 hours after my arrival and not three in one month; this is the impression among all. The bet was $20 to $10. I made no decision nor any talk to the men; newspaper articles decided the question and the business I did. I then left for Hartford by the 3:10 p.m. train, arriving at 4:30 and went to the Park Central Hotel, and arranged for men to call, then put an advertisement in each of the Sunday papers, "Hartford Globe" and "Sunday Journal".

Returning to the hotel I received a telegram from Richard Dean of Mt. Carmel, engineer, on whom I think I can count, which makes up to the present writing six engineers and one fireman.

During the evening I went among the headquarters of railroad men and advertised myself pretty thoroughly, but made no contracts, but instructed some men to call on me. I arranged to take names and make dates for me at the Tremont Hotel, New Haven. They are clever people, and showed me much favor. I desire to advertise in Springfield appointing an hour there also at New London and carry out the same course. Here at the Park Central I am well known, and they will asist and carry out my wishes during my absence in Springfield and New London. I completed my work at 1:00 a.m."

Yours Respectfully

Pinkerton's Natl Det Agency

Robt A Pinkerton

Gen'l Supt. Eas.Div.

FOUNDED BY ALLAN PINKERTON
1850

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~~CHAS. O. EAMES~~, SUPT.
[illegible]

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CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN CHICAGO.

CONNECTED BY TELEPHONE.

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C.B.& Q.R.R.

Engineers Strike.

Philadelphia, March 6th, 1888.

H.B.Stone Esq.

Genl.Mgr.C.B.& Q.R.R.

Chicago, Ill.

Dear Sir:-

Operative W.H.C. reports as follows.

Friday, Mar.2nd, 1888.

Today in Baltimore, Md.

I sent notice to the men to report immediately ready to leave. After dinner I received a telegram from the Agency instructing me to bring the men to Phila..

About Noon a former applicant came, with Mr.Boyd Passenger Agt. of the Penna.R.R. to vouch for him, I engaged him as engineer, and instructed him to be on time for the 3.10 P.M. train, he promised, but was not there, probably the time was too short to make his preparations, his name is O.P.Thompson and is stopping at the Altmont House, Baltimore. There is another engineer named L.H. Colman of Waverly, Baltimore, who has good recommendations, but he was unable to get ready on so short a notice, could not be ready before Monday or Tuesday.

Only 8 men reported for the 3.10 P.M. train, two engineers and 6 firemen, Viz. Lewis Ashway and F.R.Cosgrove, engineers, and

M.West, J.Mc.Gee, C.Mohn, E.C.Scherer, Thomas Moran and J.C.Yeo, firemen.

On arriving at Philadelphia I was met by Operative C.W.L. who instructed me to take the men to Mr.Forsyth at the Continental Hotel, I did so, and all the men were accepted by him. I then took the men to supper at 11th & Filbert, after which I took them to Broad St. Station, and at 9.45 P.M. Mr.Forsyth delivered to me 20 additional men, making in all 28, which I was to take to Chicago

At Midnight was enroute for Chicago.

""Operative C.W.L. met Operative W.H.M. at the Broad St. depot on the arrival of the train from Baltimore at 6.15 P.M. and accompanied him to the Continental Hotel where the men were shown to Mr.Forsyth.""""

Saturday, March 3rd, 1888.

Today Enroute to Chicago.

Arrived in Pittsburgh at 8.30 A.M. and had breakfast, we took dinner at Cresline, and arrived in Chicago at 9.30 P.M. where we were met by Asst.Supt.Murray and two of the operatives who took us to the Briggs House. There were a number of Brotherhood men in the Rotundo of the hotel; also saw Gleason there who talked to some of the arrivals trying to persuade them to go back, but he did not get a chance to make much headway.

On the train I was approached by a man who said he had been telegraphed for by the Co. who sent him a ticket, I told him I would put him in with my men, he gave his name as W.B.Roadhamer, fireman.

Sunday, March 4th, 1888.

Today in Chicago.

After breakfast I mustered my men together and found four were missing. I took them over to the C.B.& Q. office and they remained there all morning. At about Noon one of the Co.men gave the men dinner tickets and Operative N. and I took them to Bennett's 164 Madison St., after which we took them to the Hotel for their baggage and were joined by two of the missing ones who had been out for a walk. When we were ready to go to the C.B.& Q.Offices I found that two of those who had been to dinner with us were missing, I afterwards learned they had gone over to the Brotherhood. The most of the men were shipped in the afternoon, a few being kept over until to-morrow.

I then saw Supt.Robertson who instructed me to return on the 11.30 P.M. train to Phila.

Monday, Mar.5th, 1888.

Today Enroute for Philadelphia.

I had breakfast at Lima and dinner at Alliance. On arriving at Pittsburgh I had supper, after which I continued to Philadelphia.

Tuesday, Mar.6th, 1888.

Today Enroute for Phila.

I arrived in Philadelphia at 9 A.M. and proceeded to the Agency where I reported.

Asst.Supt.E.J.D. reports.

Saturday, March 3rd, 1888.

Today in Philadelphia.

I went to the St.Charles Hotel at 9 A.M. and remained until 1 P.M. when I went to the Continental Hotel and saw Mr.Forsyth who instructed me to return to the St.Charles hotel and remain the balance of the day, and at 9 P.M. meet him at Broad St.Station to help load the men employed as engineers.

During the day 8 persons applied to me and I sent them to Mr. Forsyth.

At 9 P.M. I was at Broad St.Station and Mr.Forsyth sent Thomas Jones, engineer, in charge of five engineers and one fireman on the 9.50 P.M. train to Chicago.

I then discontinued and at 10.30 P.M. went home.

----- --

Operative W.H.M. reports.

Monday, Mar.5th, 1888.

Today in Philadelphia.

I left the Agency at 9.50 A.M. and went to the St.Charles hotel where I took the names of 9 applicants during the day and directed them to Mr.Forsyth at the Continental Hotel. John Scannell, one of the applicants, after I had taken his name and directed him to Mr.Forsyth, told me that he was one of the first batch who went to Chicago in charge of Operative J.R.S., but he had received a telegram from his wife asking him to return to Philadelphia as she was sick, the Co. furnished him and his fireman with tickets to return, but as his wife was well again he would like to go out again. At 4.10 P.M. I discontinued.

Respectfully submitted
Pinkerton's National Detective Agency
R. J. Linden Supt

FOUNDED BY ALLAN PINKERTON.
ROBT. A. PINKERTON,
Gen'l Supt. Eastern Division,
NEW YORK.
WM. A. PINKERTON,
Gen'l Supt. Western Div.
CHICAGO.
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D. W. MUNN CHICAGO.

CONNECTED BY TELEPHONE.

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KANSAS CITY, 105 & 107 West Sixth St
C. H. EPPELSHEIMER, Supt

Boston, March 12th. 1888.,

Henry B. Stone, Esq.,

Gen'l. Manager C. B. &. Q. R. R.

Chicago, Ills.,

Dear Sir:-

On the 27th of February I received a telegram from Gen'l. Supt. Robert A. Pinkerton New York, instructing me to engage rooms for the purpose of hiring engineers & firemen to take the place of the strikers on the C. B. &. Q. R. R. That afternoon and the following day was devoted by the Asst. Supt, and an operative searching for rooms for this purpose, but as most of the people who had rooms to rent wished to lease them for a long term, we were unsuccessful in securing any suited to our purpose until late in the afternoon of the 28th, when we secured a suite of two rooms at 302 Washington St at a moderate rental per month.

We at once advertised in all the Boston papers for competent engineers & firemen, who would be furnished transportation free to the scene of their work, provided they were willing to take the places vacated by the Brotherhood men. There was a large personal response to this advertisement, which resulted in our sending to New York on the 1st of March 25 engineers & firemen. On March 3rd we sent another contingent of fifteen engineers and firemen, and then as matters were becoming quiet, we placed an advertisement to that in the Boston papers, in the following papers throughout New England-

Bangor- 'Whig & Courier.'

Biddeford	"Journal."
Portland	"Press."
" " "	"Argus."
Concord	"Monitor."
Manchester	"Mirror & Farmer."
" " "	"Union."
Nashua	"Telegraph."
Portsmouth	"Penny Press."
Burlington	"Free Press."
Rutland	"Herald."
St Albans	"Messenger."

These advertisements we have continued to insert up to the present time. The great difficulty in securing men is, that we could not guarantee them a position upon their arrival in Chicago, and a great many of them declined to go when they were informed they would have to pass a thorough examination in Chicago. A great number of the applicants evidently intended to get transportation as far as Chicago, and that was their entire aim in making their application.

The Asst. Supt. who has charge of the hiring of the men is assisted by an operative as clerk, that position being filled part of the time by "E.T.C." and the remainder of the time by "T.F.H."   "E.T.C" also has been used as a convoy to the party when sending them to New-York.

As we found there were several Brotherhood men loitered about the door-way trying to induce applicants to refrain from taking a position, under the promises that they would look after them if they remained here, and pay them a greater rate than the Railroad would pay them, it was deemed necessary to place operatives on the outside of the building to mingle with them and off-set the inducements they were holding out, and the operatives were successful in many instances in counter-acting the effect of the Brotherhood emissaries.

On the 6th of March, having received instructions to send engineers only, and no firemen, we forwarded but five men to New York, and on the 8th 6 men. All of these were engineers. On the 10th we forwarded but one man, but we are promised a number of men for Tuesday next 13th.

I have visited the various Railroad offices in this city, and had personal interviews with some of the Gen'l. Managers. Mr Furber, Gen Manager of the Boston & Maine R.R. is of the opinion that the Eastern country is pretty well drained of competent engineers, but were he engaging these men, he should not hesitate to take for engineers, firemen who have spent five or six years in a locomotive cab, as he considers such men are equally as competent as engineers to run a locomotive.

Mr Forsythe and Mr Delano of the C.B.&.Q.R.R. arrived here from Philadelphia on the 10th, and all applicants in future we shall turn over to them for examination, and they will be engaged at once if competent. This is probably a good move as many who would pass the examination if sent to Chicago, hesitate about going, fearing they will be unable to obtain a position."

Yours Respectfully,

Supt.

M

FOUNDED BY ALLAN PINKERTON. 1850

ROBT. A. PINKERTON,
Gen'l Supt. Eastern Division,
NEW YORK.
WM. A. PINKERTON,
Gen'l Supt. Western Div.
CHICAGO

Pinkerton's National Detective Agency
"WE NEVER SLEEP."

OFFICES.
NEW YORK, 66 EXCHANGE PLACE, GEO. D BANGS, SUPT.
BOSTON 42 & 44 COURT STREET, JOHN CORNISH, SUPT.
PHILADELPHIA 45 SOUTH THIRD ST., R. J. LINDEN, SUPT.
CHICAGO, 191 & 193 FIFTH AVENUE, WM. A PINKERTON, SUPT.
ST. PAUL, 63 TO 66 UNION BLOCK, W. J. LOADER, SUPT
DENVER, 1 & 2 OPERA HOUSE BLOCK, ~~CHAS. O. EAMES~~, SUPT.
JAS. McPARLAND.

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN CHICAGO.

CONNECTED BY TELEPHONE.

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KANSAS CITY, 105 & 107 WEST SIXTH ST
C. H. EPPELSHEIMER, SUPT.

New York, March 13th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operatives further report as follows:

Friday March 9th, 1888.

Operative S.M.J. reports: "To-day in New Haven. I left the hotel at 6:30 a.m. having no names in view or destination. The impression prevails that there is not a single idle engineer in New Haven. This I am convinced of so far as Brotherhood men are concerned, but the few to be had to go West are men that the Brotherhood have pesecuted and now doing work other than locomotive engineering. Mr. Henny was of the impression that not a man could be had as he did not have an application for engineer, but had 100 for the position as inexperienced firemen. They make their own engineers, thus the reason for no applicants. I scoured the town among the haunts until 9:00 a.m. and failed to find one engineer, but several firemen, or would-be, so called, without any credentials. At 10:00 a.m. I learned of one engineer, Robert Games, Mt. Carmel, Conn., also Geo. Hart, but I learned he was incompetent (drinking man). I walked fully seven miles to get among men now at work. I learned that the men intend holding a meeting on Sunday evening with a view to strike on the consolidated roads here.

I returned to the hotel after putting in my advertisements for the afternoon papers and a special notice "to take competent firemen accompanying competent engineers." I took up my duty at the hotel at 12:00 o'clock noon as advertised, and had but two applicants for the position as firemen, but both were too young and inexperienced. I had one applicant for engineer, and he is an experienced man, P. J. Fredin, a Swede, highly recommended and having many years experience in railroads and is a machinist of high grade; accustomed to our engines and the Westinghouse Automatic Air Brake. He wished his brother to accompany him as he is a young, strong, able man of 23 years; has been for six years engaged at his present position. P. J. Fredin goes as engineer, and says he would sooner have his brother go as fireman than take a man of five years experience, as he knows he will have more work to do but he knows when he orders anything done to the engine respecting fireman's duties he is confident it will be done to the letter. He will take all chances of the fireman's ability to do correctly; his name is Otto Fredin. I remained at the hotel up to 6:00 p.m. then took up the names of three engineers that lived on a circuit of ten miles around New Haven and the only course to pursue to reach them was by conveyance. I drove to Martin Murphy's house, No. 139 Putnam Avenue, and found him to be an old driver of 15 years experience, now running and desirous of improving his condition; he has ten horses and stock to arrange for or sell and cannot leave until Monday. The next man I saw was Andrew Reed; he is a man of long experience; he left the engineering business because he had invented seven or eight patents on steam valves and parts of engines; and cannot leave until Monday.

I then called on James S. Pierce, Winthrop Avenue and George Street. I found him a man of considerable means; he has lived in Chicago five years, and has not run on the road in many years, but a thorough mechanic. He will think the matter over and see me again. I secured to-day three engineers and one fireman, and all have been filling positions and do not want to act dishonorable but their choice is to go to Chicago; they cannot arrange to go until Monday; all have arranged with their employers and will be prepared to go Monday.

I am getting well advertised now and feel that it would be better to remain over until Monday; the men desire it so and go together. I have good hopes of securing more men to-morrow. I returned from my trip at 10:00 p.m. I then took Otto Fredin's application, and wrote hurried report for the 11:15 mail."

Operative C.H. reports: "To-day in New York. I arrived at No. 61 Broadway at 3:00 a.m. and then received applications for positions of engineers and firemen on the C. B. & Q.R.R. engaging engineers to leave to-morrow night and taking the names and addresses of firemen for future reference. The applications came in slowly and I only succeeded in getting four engineers to-day, two leave for Chicago to-morrow night. Having no more applications I withdrew at 6:30 p.m."

Operative F.S.G. reports: "To-day in Albany. After having breakfast I remained in the hotel to meet any applicants who might call through the advertisements but had none apply for position as engineer. After dinner I went to West Albany but found the Brotherhood men too strong for me to do anything. I found one man who thinks favorable of the chance and who is now in the employ of the locomotive works;he will call on me to-morrow morning and let me know what he decides to do. There are a number of men connected with the shops at West Albany who would like to go but the Brotherhood talk them out of it by saying that the men who go there will all be discharged as soon as the strike is settled, and as they are all employed here they are afraid to take the chances of going West.

I took a trip to Troy in the afternoon around the repair shops but was unable to pick up any one there at all, there being but a few engineers working there,and they being all aged men.

In the evening a man called at the hotel and gave me the address of one Patrick Pendegrast of Utica, who among other non-union engineers has been laid off of the Utica and Black River R.R. on account of dull times, and I am to telephone him in the morning. Out of the three engineers who are to leave with me to-morrow but one of them put in an appearance this evening as they were to have done, so that I might let them know what time I would leave here with them, and now I have but one that I can rely upon, but may get a couple more to-morrow morning."

Operative J.T.McM. reports: "To-day in Port Jervis. At 8:30 a.m. I visited Matamoras in Pike County, understanding that there was an engineer there named Hunt who was out of employment. I learned that a man by that name had been there but had gone to Chicago last week, and it was understood to work on the C. B. & Q. R.R.

Dave Powers the engineer spoken of in my report left on the 10:15 a.m. train for New York to see J. W. Hamilton, also on that same train was a man who met me in the bar room in the hotel in the morning. He said he understood that I was employing engineers for some Western railroad. I told him just what I wanted and on what conditions I wanted them. He showed me papers purporting to be train despatches issued by the L.S. & M.S. R.R. He claimed to have run No. 8 out of Chicago but was discharged for being intoxicated one day. He said he was temperate now and came East some time ago in hopes to obtain a place, and would now take a good place if he could get one. I gave him Hamilton's address, and he said he would see him. These two are the only ones that can be obtained in this town; it is of no use to stay here any longer. There are some that I have spoken to I think will go, but cannot do so now. I saw Kirkwood. He has received his notice to take the engine he spoke of out to Oregon. He says he will take it there as he has promised and then report at the office of the C. B. & Q. R.R. and if any place is vacant he will take it.

Finding I could not get any engineers I put a local in the Evening Gazette. . I did not get an answer nor did any one call."

Saturday March 10th, 1888.

Operative C.H. reports: "To-day in New York. I arrived at No. 61 Broadway at 3:20 p.m. and received applications for positions of engineers and firemen to leave to-night for Chicago. Applications came in slowly to-day and at 4:00 p.m. I had engaged only seven engineers. At 4:15 p.m. I received a letter from Boston with one engineer. At 4:30 p.m. Supt. Bangs came in and I checked up my men and found I had only six engineers ready to go away, including the one from Boston. Supt. Bangs then told me to look out for operative G.M.G who would meet me at the Grand Central Station with a lot of sandwiches for the men. At 4:45 p.m. I left No. 61 Broadway with the men and went to the Grand Central Station. At 5:00 p.m. I took the men aboard the train and turned them over to operative M.M. I then went out and watched for operative G.M.G. and waited for him until 5:59 p.m. and not seeing him by that time I went to the train and told operative M.M. to give the men their supper at Poughkeepsie; the train then started and operative G.M.G. came into the depot too late for us to put the sandwiches on the train. I then left the depot at 6:05 p.m. and withdrew."

Operative E.S.G. reports: "To-day in Albany, N.Y. I was up at 6:30 a.m. and waited for an engineer from Schenectady who is in the employ of the N.Y. Central R.R. Co's locomotive works at West Albany, who had made an appointment to meet me at 7:00 a.m. but he did not put in an appearance. I then remained in the hotel to meet applicants and saw quite a number who called, but those who were of any account were men that hold positions at the present time but looking for something better. Among them is Erastus Tracy of No. 39 Park Avenue, Troy, N.Y., also W. H. Ottman, of No. 3 Chapel Street, Albany, but they could not decide to go away to-night, but may do so Tuesday night. Among those who have decided to go and who has made such arrangement is, Fred. F. Vadakin, from the N.Y. Central R.R. and who is a well known man, and he claims that if everything turns out as has been represented on his arrival in Chicago in regard to permanent employment he can get ten men from this city to go out there, but who can not afford to risk their present positions by now going. I have had one man call on me twice who is a thorough engineer and machinist, but who has never run a locomotive, but claims he can build one; he now runs a stationery engine, but is so well satisfied that he can pass an examination which would qualify him for a position on a railroad as a locomotive engineer that he is willing to go providing he can take his fireman with him, who has fired on locomotives for 16 years, and has run switch engines, but is an illiterate man, while the engineer is a very intelligent man. I have promised them that I would consider their applications;one will not go without the other; his name is Michael O'Hallen, No. 70 N. Lansing Street, Albany, N.Y. In the afternoon I went through the Boston and Albany R.R. shops at East Albany in company with one of the men who goes from here to-night, but found the shops very busy, and no one there who cared to leave that was reliable.

During the evening I was over run with railroad men from all along the line of the N.Y. Central, one coming all the way from Hudson for a position on a railroad in China. Some one had spread the story along the road that a man was here engaging men for a new railroad in China, and I had two men almost engaged before they found out where it really was that I engaged them for and they were both Brotherhood men. When they found out the truth of the matter they left the hotel on a run. I had questioned them very closely in relation to their knowledge of engineering as I suspected at first that they were spies. The men whom I sent off to-night and placed in charge of operative M.M. are as follows:

Fred. J. Vadakin, of No. 194 3rd ~~Avenue~~ Street, Albany, from the N.Y. Central Railroad,

C. Killenbeck, No. 372 9th Street, Troy, N.Y., from the Hoosic Tunnel Railroad,

John Holland, No. 308 9th Street, Troy, N.Y., from the Troy and Boston Railroad,

C. R. Maynard, No. 58 2nd Avenue, Albany, N.Y., from the N.Y. Central

Railroad.

I had no blank applications and had no time to make them out after the train arrived as two of the men did not get here from Troy until the last moment. I placed a ticket for each in the hands of operative M.M. and with the six men whom he had from New York and my four he left here with ten men. I leave here forSyracuse at 1:15 p.m. Sunday and will stop at the Empire House."

Yours Respectfully

Pinkerton's Natl DetAgency

Robt. A. Pinkerton.

Gen'l Supt. Eas. Div.

FOUNDED BY ALLAN PINKERTON, 1850

ROBT. A. PINKERTON,
Gen'l Supt. Eastern Division,
NEW YORK.
WM. A. PINKERTON,
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CHICAGO

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ATTORNEYS FOR THE AGENCY:
CLARENCE A SEWARD, NEW YORK
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN CHICAGO.

CONNECTED BY TELEPHONE.

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New York, March 5th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Since the inauguration of the strike we have had operatives C.H., S.M.J., and F.B.J. in attendance in the rooms in this city where we have been receiving the applicants for the positions of engineers and firemen in response to advertisements we inserted in the different morning and evening papers. We have also been obliged to send out operatives at times to look up some of the applicants. On the 3rd inst we received an order from our Chicago Agency to engage no more firemen, and we have changed the advertisement accordingly. We have also had an operative visit Col. Martin of the Brooklyn Elevated Railroad to secure from him a list of the engineers whom the Company defeated in the recent strike on that road, whose places were taken by Brotherhood men. This list was obtained. Visits were also made to different other railroad people to facilitate the work of obtaining men. In the several batches of engineers and firemen sent from this city, we had operatives to accompany the men to see that no attempt at intimidation was successful..

Yours Respectfully

Pinkerton's Natl Det Agency
Robt. A. Pinkerton
Gen'l Supt. Eas. Div.

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New York, March 5th, 1888

Henry B. Stone, Esq.
Gen'l Manager, C.B.& Q.R.R.Co.,
Chicago, Ills.

Sir:

We give below a synopsis of the reports of our operatives A.F.K., and C.M., whom we had stationed in the hallway of No.61 Broadway, endeavoring to prevent any intimidation that might be attempted on the part of any of the representatives of the Brotherhood:

Tuesday, Feb. 28, 1888.

A.F.K. reports: "I found a brotherhood man in the hallway; he did not attempt to stop any one going up, but when the men came down he spoke to them; his argument was that they would be discharged again after a few days; after he finished talking with them I reassured them, telling them that any competent man would secure a permanent position.

Several brotherhood men were on the sidewalk, and they made it a point to stop the more respectable looking of the men, and tried to convince me that the majority of the men were loafers. Several of the brotherhood men went upstairs to see Mr. Hamilton and I posted him as to who they were.

During the afternoon one of the brotherhood men planted himself outside of room 46, and said he was there to see if there were any renegades from their order applying for positions. He found one who had engaged to go and he persuaded him to decline."

Wednesday, Feb. 29, 1888.

C.M. reports: "I found two men standing at the front door, who were directing the applicants to the wrong room in the building. I told them however where to go. These two men soon went away and did not return. A little bow legged man tried to intimidate the men, but his persuasive powers did not avail him."

Thursday, March 1, 1888.

C. M. reports: "Everything passed off smoothly to-day, and the men all appeared anxious to go to work."

Friday, March 2, 1888.

C. M. reports: "There was no one about to-day trying to interfere with the applicants and everything went off smoothly."

Yours Respectfully,

Pinkerton's Nat'l Det. Agency,

Robt. A. Pinkerton

Gen'l Supt. East. Div.

FOUNDED BY ALLAN PINKERTON
1850
ROBT. A. PINKERTON,
Gen'l Supt. Eastern Division,
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New York, March 7th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

For several days we had operative S.M.J. visit the Superintendents of the different railroads running into Jersey City, New York City, and over Long Island, with a view to securing as many competent engineers as possible. He met with some success, but nearly all the roads were full handed and in some cases short of engineers. He secured the names of a number of enginemen, however, and these have been notified to call at the offices on Broadway, where the same daily routine is gone through in examining and shipping applicants.

Yours Respectfully

Pinkerton's Natl Det Agency

Robt. A. Pinkerton

Gen'l Supt. Eas. Div.

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CLARENCE A SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN CHICAGO.

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New York, March 8th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative C.H. has the following special report to make:

Thursday March 8th, 1888.

"On Friday March 2nd, 1888 I engaged the following men as firemen:

F. F. Hoffmann, No. 1803 Fulton Street, Brooklyn, N.Y.,
Max Nichols, No. 117 First Avenue, New York City,
M. Kepes, No. 39 Attorney Street, do do do, and gave them the following guarantee, that if they passed the examination after arriving in Chicago and were assigned an engine, the Company guaranteed to give them steady employment as long as they proved competent and faithfully performed their duties. But if they did not pass the examination they would have to pay their own way back to New York; we would pay their fare from New York to Chicago, only. The men accepted these conditions, and left with the others on the same night for Chicago via the West Shore road."

Yours respectfully,

Pinkerton's Natl Det. Agency,

Robt A Pinkerton

Genl. Supt., Eas. Div.

FOUNDED BY ALLAN PINKERTON.
1850

WM. A. PINKERTON,
Gen'l Supt. Western Division,
CHICAGO.
ROBT. A. PINKERTON,
Gen'l Supt. Eastern Div.
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JAMES McPARLAND, Supt.
ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
O. W. MUNN, CHICAGO.

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Chicago, March 3th., 1888

H. B. Stone, Esq.

Gen'l Manager C. B. & Q.R.R.

City

Dear Sir:--

Following you will please find report of operative "F. J."

Thursday, March 1st., 1888

To-day in New York

As instructed by Mr. Bangs operative accompanied Mr. Canory and left New York via, New York and Lake Erie Railway at 5 P.M. helping to take charge of 52 Engineers and firemen whom they were to bring to Chicago, and continued en route during the night.

Friday, March 2nd., 1888

To-day operative continued en route and arrived in Chicago via Chicago and Atlantic Railway at 10 P. M. and was met at the depot by Lieutent Hay who conducted him to the depot.

Yours Respectfully,

Pinkerton Nat'l. Detective Agency

by

Gen'l. Supt. W. Div.

K.B.

FOUNDED BY ALLAN PINKERTON.
1850

ROBT. A. PINKERTON,
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JAS. McFARLAN

ATTORNEYS FOR THE AGENCY:
CLARENCE A SEWARD, NEW YORK.
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KANSAS CITY, 105 & 107 WEST SIXTH ST
C. H EPPELSHEIMER, SUPT

New York, March 16th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative C.H. further reports as follows:

Monday March 12th, 1888.

"To-day in New York. I arrived at No. 61 Broadway at 9:10 a.m. and there received applications for positions as engineer and firemen for the C. B. & Q. R.R. I remained at the office until 6:05 p.m. and having received no applications by that time, on account of the severe snow storm, I withdrew and went home."

Tuesday March 13th, 1888.

"I arrived at No. 61 Broadway at 10:30 a.m. The cause of my arriving so late this morning was on account of the storm and delays in getting from Brooklyn. I had about 15 applicants here to-day and only succeeded in engaging one engineer to leave the city, all the rest being incompetent to fill the position. I also saw Jas. Woods and he is ready to go with the first crowd. I have now, including the five men engaged in New Haven, seven engineers ready to leave.

Having no more applications I withdrew at 5:20 p.m.

Wednesday March 14th, 1888.

"I arrived at No. 61 Broadway to-day at 9:30 a.m. Applications came in slowly and after seeing about 18 men I only succeeded in engaging two men who were competent to fill the position as engineer.

One of them was an engineer who lived in Corning, N.Y., and he was going home and would start from there and go to Chicago at his own expense the first part of next week. The other lived in Brooklyn and would be ready to leave any time after next Monday. I notified the following parties by letter to be ready to leave to-morrow on receipt of a telegram from me, as per instructions from Supt. Bangs:

James L. Durbec, No. 90 South Street, City.
James Woods, No. 1867 9th Avenue, do
W. D. Van Sickle, No. 358 West 17th Street, City,
G. B. Hayes, No. 76 Linden Street, Brooklyn,
J. H. Semor, No. 10 Hull Street, do.

The first two are ready to go and I think the rest will go. Having no more applications I withdrew at 6:15 p.m."

Yours Respectfully

Pinkerton's Natl Det Agency

Robt. A. Pinkerton

Gen'l Supt. Eas. Div.

FOUNDED BY ALLAN PINKERTON
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ATTORNEYS FOR THE AGENCY:
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LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN CHICAGO.

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KANSAS CITY, [illegible] & [illegible] WEST SIXTH ST
[illegible] H EPPELSHEIMER S[illegible]

New York, March 21st, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operatives further report as follows:

Friday March 16th, 1888.

Operative C.H. reports: 'To-day in New York. I arrived at No. 61 Broadway at 8:35 a.m. Applications came in slowly and after seeing about 15 men I could not find one competent to fill the position, so to-dav I engaged no one.

At 4:15 p.m. I received instructions from Supt. Bangs to take what men I had to the N.Y.C. & H.R.R.R. depot, buy tickets for them and operative W.L.C. was to take charge of them and see them aboard the train. At 4:55 p.m. I left 61 Broadway with operative W.L.C. and Jas. Durbec, the only engineer who reported ready to go and went to the Grand Central Station, where I bought two tickets for Chicago via N.Y.C. & H.R.R.R. and Lake Shore and Michigan Southern R.R. and gave them to operative W.L.C. Both went aboard the train at 5:50 p.m. I remained there until 6:00 p.m. and after seeing the train leave Iwithdrew.'

Operative E.S.G. reports: 'To-day in Syracuse. After breakfast I went out and notified my men to be ready to go away on the 2:05

a.m. train to-night, and found all ready except one who is unable to go having put one of childrens eyes out accidently with potash. I found a couple of men were getting a little too much to drink through bidding fare well to their friends so I was obliged to look after them fearing that an attempt might be made to keep them from going, and so I was kept busy all day among the men, advising them to stay at home, Cal Wagner's saloon being the favorite resort, and he was doing all he could to assist me, which resulted in my raising the number to ten men by 9:00 p.m.

At 1:30 a.m. they all met me as agreed upon, some at the depot and others at the saloon of Cal Wagner, and on the arrival of the train for the West due to leave at 2:10 a.m., which was half an hour late, I turned them all over to operative W.L.C. with the tickets for Chicago and the application of each man, and they were all seated in the car as it left the depot. I then left and returned to my hotel at 3:00 a.m. Hudson was in again to see me and has said that he will go West with me, and if I remain over Sunday he can get me some other men. I have also two men who want to go and who I am to see again. A conductor from the West Shore has given me the addresses of a couple of good men who I am to look after."

Operative S.M.J. reports: "To-day in Hartford. This morning I tried to catch Geo. Gray at his house, No. 73 Albany Avenue, also Davis. Gray had just left and gone to get his engine. Davis was still sick in bed, with cold and fever. Gray left word that he would call on me at 11:05 a.m. on his run in from Berlin, and Davis said he would try and rally and come down in the evening and sign the application.

I went out and got Davis some medicine and mustard and administered them. I remained until 8:30 a.m. with him.

About 10:00 a.m. operative C.M. came from the Agency with letter of instructions and money which I had been unable to obtain before on account of the storm.

I had two engineers up to noon and firemen but they were no good.

At 11:05 a.m. Geo. Gray called and I examined his credentials and found them first class. He was laboring under some trouble with a girl and wanted to go West. I took his application and he said he would have Davis down to see me between 8:00 and 9:00 p.m.

I again started out and went to Colt's factory and arsenal and stated my desire to the Supt. asking if they had any men idle around the immense works. He said he thought not, but was in sympathy with us, and said any men with us that would like to go West we will allow it or give them a leave of absence and we went through the shops and found five engineers working in the screw factory, but all were Brotherhood men, earning about $2 per day. I then left and went to the Lake and Second station, but found no men. I returned at 6:00 p.m. to the hotel and found another fireman there and took his name. I tried to telegraph to New York but could not. In the meantime I had gone to the depot to the train despatchers office and he said I could calculate on trains running through to-morrow. I telegraphed to my men to meet me in New Haven at 12:00 o'clock noon on Saturday. The road was not now open. In the evening Davis and Gray came, both had been running on the New Haven road. Davis was much better, but I did not like his going out through the storm and walking two miles back to his home or boarding house, so I had Gray go back and get their satchels, and return to the hotel and remain over night with me. Davis was full of fever and not fit to go out and I should have lost two good men.

I remained around the hotel during the evening, going to the depot twice to see if trains would run through to-morrow. I remained around until 2:00 a.m. and they sent me word that no train would get through to New York, so at 2:30 a.m. I went to the main office of Western Union and again telegraphed my men to meet me at New Haven depot 9:30 a.m. Saturday to take boat for New York. I then went to Mr. Sage's house, No. 14 Wooster Street at 3:45 a.m. and informed him of my change, then returned to the hotel. I withdrew at 4:20 a.m."

Operative C.M. reports: "I was instructed to go to Hartford on another operation and to call at New Haven first see operative S.M.J. and hand him a letter of instructions and some expense money. I found that operative S.M.J. had gone to Hartford from New Haven, and I repaired at once to Hartford where I found operative S.M.J. and handed him my message."

Saturday March 17th, 1888.

Operative E. S.C. reports: "To-day in Syracuse. This morning I had a few callers for positions, but was unable to engage but two of them, they being men who now are running on the N.Y. Central R.R., and who on account of not being able to receive their money and discharge card before Monday will not be ready to leave until that night.

Mr. Andrew Hudson was in to see me to-day showing me a despatch from Mr. Holdrige of the B. & M.R.R. in answer to one he sent in relation to the examination on colors outside of those used on the roads, which stated that but red, white and green were the colors examined on. He is to try and get together some men and bring to me and if successful will go from here with them to Chicago.

A number of men who have made application have been talked out of going or bought off when going for letter and reference. The Brotherhood have no sympathizers about here among railroad men outside of Brotherhood engineers, and they send men to me. The best or good men are closely watched by the Brotherhood and kept away from me after the first visit."

Operative S.M.J. reports: "To-day in Hartford. This morning I went to Davis' room and found him able to go. He said it was a fortunate thing he remained. I gave him a hot bath the previous evening, which was beneficial to him. I got him and Geo. Gray up and Hudson soon arrived, then Geo. and Wm. Webb, making five men; Clark and Sage and Merrill could not reach us for the 8:30 a.m. train, so we went to the depot after paying bills for myself and Mr. Reed for three days during the storm and Gray and Davis. At the depot I learned that the train would run through to New York so this mixed my matters again. I started with five men, and took receipt for tickets and reached New Haven at 9:30 a.m. and found no one at the depot waiting for me so Mr. Webb joined me and we walked to the Starin boat and found that it left in the evening and not at 10:15 a.m. We went to the old line 1 1-2 miles to the East and found no men there. I waited until the boat left and then went to the telegraph office and learned that none of my telegrams had been sent from Hartford; they still waited their turn.

I took a conveyance and reached what men I could and got three; the two Fredins declined to go, owing to R. J. Fredin's wife having just been confined and his wife objected to his going out to fill the place of striking men.

I took my men along with me as I got them; they had no instructions by wire and did not know what to do, but were in readiness for Saturday as I had written all to be ready for telegram on Saturday to remain at home to receive it.

This gave me eight as fine a lot of men as could be sent out; six were Masons, all experienced and two of them 6 ft 2 1-2 inches tall. I had two with me at the Tremont House for dinner and six men I gave money to, 50 cents each for dinner.

All in readiness I was again unable to telegraph to N.Y. and we left on the 1:30 p.m. limited for N.Y. arriving at 3:55 p.m. all in good shape. I stationed the men in the depot and telephoned to the Agency and was instructed to remain for operative C.H.'s arrival. I met him and I had the baggage transferred and turned all the men over to operative C.H. and M.B.T. at 5:55 p.m. and landed on the cars for Chicago."

Operative C.H. reports: "To-day in New York. I arrived at No.6 Broadway at 8:30 a.m. to-day. Applications came in slowly and I only succeeded in engaging one engineer, but could have engaged two more if I could have guaranteed them a permanent situation after arriving in Chicago. At 4:00 p.m. I reported to Supt. Bangs and was informed that operative S.M.J. had 8 men at the Grand Central Station ready to leave.

In company with operative M.B.T. I went to the Grand Central Station and found operative S.M.J. with 8 engineers and also Jas. Woods, the N.Y. engineer ready to leave. After checking the men and instructing them I bought ten tickets via N.Y.C. & H.R.R.R. and Lake Shore & Michigan Southern R.R. and at 5:55 p.m. I went aboard the train with 9 engineers and left them in charge of operative M.B.T. I then went to the drug store corner of Park Avenue and 42nd Street and telephoned to Supt. Bangs and told him the men had got off all right. I then withdrew."

Yours Respectfully

Pinkerton's Natl Det Agency

Robt. A. Pinkerton.

Gen'l Supt. Eas. Div.

FOUNDED BY ALLAN PINKERTON. 1850

ROBT. A. PINKERTON,
Gen'l Supt. Eastern Division,
NEW YORK.
WM. A. PINKERTON,
Gen'l Supt. Western Div.
CHICAGO.

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BOSTON, 42 & 44 COURT STREET, JOHN CORNISH, SUPT.
NEW YORK, 66 EXCHANGE PLACE, GEO. D. BANGS, SUPT
CHICAGO, 191 & 193 FIFTH AVENUE, WM. A. PINKERTON, SUPT.
ST. PAUL, 63 TO 66 UNION BLOCK, W. J. LOADER, SUPT
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ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN CHICAGO.

CONNECTED BY TELEPHONE.
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Kansas City, 105 & 107 West Sixth St.
C. H. EPPELSHEIMER, Supt

New York, March 22nd, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operatives further report as follows:

Monday March 19th, 1888.

Operative C.H. reports: "Applications came in slowly to-day but by 3:30 p.m. I had engaged five engineers to leave to-morrow night. At 3:45 p.m. I received instructions to discontinue further operations, as Supt. Bangs had just received a telegram from Chicago requesting that no more engineers be sent. I returned to No. 61 Broadway and wrote to the engineers I engaged to-day that I would not need them. I then cleared up the office and went to the Agency.

Subsequently I notified all the morning and evening papers to stop the advertisement for engineers and to send their bills to J.W.Hamilton, P.O. Box 1730, City."

Sunday March 18th, 1888.

Operative E.S.G. reports: "To-day in Syracuse. I remained in the hotel seeing applicants until 2:00 p.m. and had a number of men call but was able to pick out but three good men, and arranged for them to go away to-morrow (Monday) night. I then went over to Mr. Hudson's house, No. 25 Townsend Street, but he was not in, and I returned to the hotel, and later on he called, he having been down to DeWitt looking for some men, and said he thought that there would be several men in to see me on Monday who would be ready to go the same night. I remained in the hotel all the evening and saw several men who called but will engage none until I see them again to-morrow."

Monday March 19th, 1888.

Operative E.S.G. reports: "I had a number of callers this morning, some of whom I engaged and many I refused. At 6:00 p.m. I received a telegraph message instructing me not to send any more men West, and having then seven men in readiness to send away on the 2:10 a.m. train I telegraphed to those out of the city and notified others whom I could see personally. Those who were engaged are as follows:

H. W. Merrill, No. 109 2nd Street, East Albany, N.Y.
J. VanVorst, No. 163 Main Street, Amsterdam, do,
Carl Stevens, No. 323 Clinton Street, Schenectady, do,
Andrew Hudson, No. 25 Townsend Street, Syracuse, do,
John R. Harris, No. 12 Maryland Avenue, do do,
Charles Ford, DeWitt, N.Y.
Adam Korp, East Syracuse, N.Y.

Those who were to come from points on the road had arranged to be on the 2:10 a.m. ready to continue on West, so I met that train to stop them in case my telegraph message had not reached them. Following is a list of names of men who I had not engaged but who could have been got:

E. H. Jacoby, No. 363 Manhattan Avenue, Buffalo, N.Y.
A. J. Gowin, Corfee, N.Y.
M. Cummins, Syracuse, NY.

M. H. Ottoman, No. 3 Chapel Street, Albany, N.Y.
Pat Pendergrass, No. 28 Mohawk Street, Utica, do,
Erastus Tracy, No. 39 Park Avenue, Troy, N.Y.
W. J. King, No. 66 Van Wort Street, Albany, N.Y.
Wm. Rhul, No. 176 Broad Street, Albany, do,
S. E. Markell, No. 12 Graves Street, Syracuse, do."

Tuesday March 20th, 1888.

Operative E.S.G. reports: "I left Syracuse for New York by the 9:50 a.m. train via the N. Y. Central R.R. arriving in New York at 7:20 p.m."

Monday March 19th, 1888.

Operative S.M.J. reports : "This morning I went to No. 61 Broadway and selected letters of applications for positions of engineers and subsequently called on Col. Martin of the Brooklyn Elevated Road, and had a talk with him regarding Western troubles etc., and thanking him for his sympathy. He said they had heard from three engineers that had gone West, all of whom had spoken in the highest praise of the management and treatment of employees; these men filled good paying positions at an average of $4.90 per day. Col. Martin requested me to send to his private secretary, Mr. W. E. Hedding, No. 31 State Street, a list of names of engineers that had been sent to Chicago taken from the two lists he had given to me in order that they might check them off of their books and not send word to them should they be required to make a call for engineers. I promised to comply with the request. The Col. was making promotions and taking on firemen to-day."

Tuesday March 20th, 1888.

Operative S.M.J. reports: "This morning I reported at the

Agency and telegraphed to and also wrote to the following applicants to fill positions as engineers on the C.B. & Q. R.R. vix.,

Richard Dean, Mt. Carmel, Conn.,
E. D. Merrill, Plainville, do,
Frank H. Sage, No. 14 Wooster Street, Hartford, Conn.,
A. W. Clark, Willimantic, Conn.,
Robert J. Gaines, Mt. Carmel, do,
Adam Ramsay, Durant Hotel, New Haven, Conn.,
Geo. Baldwin, No. 243 Greenwich Street, New Haven, Conn.,
C. H. Baldwin, No. 233 Greenwich do do do do.

I also received instructions to make a list of engineers and firemen through Connecticut along the line of Hartford Divisions, which I did.'

Operative J.T.McM. reports: 'To-day I wrote out a list of men who are willing to go to Chicago and undergo examination, and who had been in readiness when word was received to discontinue.'

Saturday March 17th, 1888.

Operative M.B.T. reports: 'At 6:00 p.m. I left New York via N.Y.Central & H.R.R. for Chicago with the nine engineers.'

Sunday March 18th, 1888.

Operative M.B.T. reports: 'At 6:40 a.m. to-day I arrived in Buffalo with the men and picked up one there named Saml. Cockran who said he was from Boston and that he had lost his ticket at Albany and had to wait there for transportation. We arrived at Chicago at 9:30 p.m. and were met by operative D. who took the men to the Briggs House I took charge of the men assisting operative D. until 11:30 p.m.'

Monday March 19th, 1888.

Operative M.B.T. reports: "This morning operative D. took the men to the C. B. & Q. office, and I went to the Agency and reported, and at 5:20 p.m. left for New York, where I arrived at 3:30 p.m. of the 21st inst."

Wednesday March 21st, 1888

Operative S.M.J. reports: "This morning I went to Brooklyn and called on Col. Martin, Manager of the Elevated Road. The Col. said he had received a telegram from the "Q" road yesterday sent by Mr. Morton asking if he had any applications of engineers, as he had been informed by engineers that had joined their service that he had a large number. He answered by saying, "look for a letter", and Mr. Hedding wrote to Mr. Morton stating that they had furnished names of all applicants and preferred not to be known in the matter. Mr. Hedding said he gave me their entire list and had but one extra man on hand, and took the chances of a talked-of strike. Col, Martin is just delighted with the success of the "Q" road. He heartily enjoys the satisfaction, as he had full experience in a strike on his road. The Col., Mr. Davis, and Mr. Hedding concluded they would enjoy a good segar and drink at the expense of the "Q"road and the Col. gave the toast, success to the management of the C. B. & Q. R.R. I gave Mr. Hedding $5 as instructed.

I gave Mr. Hedding the list of engineers and he said that many of them whose names appeared on the list might have given ficticious names as they still kept hearing from engineers who had gone to Chicago; all seem to be perfectly satisfied."

Yours Respectfully,
Pinkerton's Natl Det Agency
Robt A Pinkerton
Gen'l Supt. Eas. Div.

New York, March 31st, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. R.R.,
Chicago, Ill.

Sir:-

Our informants No. 1 and 2 report as follows:

Friday March 30th, 1888.

Informant No. 1 reports: 'I met Engineers Hawthorne, Jenks and Tullius of the Elevated R.R. at Chatham Square station. We took the 3rd Avenue train to 67th Street station. They were in search of Engineer A. L. LaBreck, who was supposed to know something about the advertisement for engineers and firemen to go to China. We crossed through the yard to 2nd Avenue. Hawthorne is a very enthusiastic Brotherhood man and a regular attendant at division meetings. The others are also members of the B. L.E. but are young and were not likely to be of any use to me. I said to Hawthorne, dropping back with him to the rear, 'you have men in No. 105 who ought to have their d- tongues cut out. Just as soon as they get out of the division they must go to the next gin mill and talk over what was done in the meetings just left. Here is a slip I cut out of last Monday's Tribune giving away G. C. Arthur's letter to the division telling the boys he was bound to win, and to be ready to all go out at a minutes notice.' I then showed him the slip, which he read. He said, 'I was not at Saturday's meeting, but I know all that was done there. Resolutions of support, and financial were again passed in favor of the C. B. & Q. men. A private letter was read from Arthur in which he said those men were confident of winning the strike, but gave no reason why he thought so; nor gave any plans of his own for carrying on the strike. It was not an official letter.

Not finding LaBreck in the yard we went to his house, but he was not at home. His wife told us of several saloons where he might be found. We took them in but did not find him. Conversation became general, then on the C. B. & Q. strike; all expressed themselves as thinking it lost. I said, 'lost the d---- wait until Arthur calls out the whole Brotherhood and stops all the railroads, then see who loses.'

Hawthorne said, 'he can't do that; and if he did the order would not respond, and if they did, how long would the public submit to it? At first we had the press with us, but when the Tammany Hall resolutions came out threatening a sympathetic strike and to stop all rail roads they swung right around and took all public sympathy from us.'

In this all the others acquiesed and I was left in a hopeless minority. We separated and I went to dinner.

About 2:00 p.m. I met Engineer Chas. Stevens of 3rd Avenue, a B.L.E. man, one of the smartest and most level headed man we have. He is very conservative, having been a sufferer and victim of the B. & N. strike in 1877. I said to him, 'Charley I'm d- glad the road foreman of engines (meaning myself) was not at your meeting on Saturday night.' 'Why so?' he asked. 'Look at this (showing the Tribune slip) here is the whole of the business, even to Arthur's official letter, that was done there and published within 36 hours in the New York papers. He read the slip and laughed. I said, 'that's no laughing matter.' He replied, 'yes it is; some of the boys have been plaitting a reporters hair. I was not there, but I can tell you all about the letter for I heard of it. It was a letter from Arthur to one of the men who had written to him asking about the situation. Arthur simply said that the boys felt confident of winning their point, andsaid nothing about any means they had in view to do it. He said the order would have to stand up for the boys and not allow poverty to drive them to give in.'

He (Stevens) went on to say, 'I have looked on the strike as lost long ago. I think the best thing Mr. Arthur can do is to call it off; by so doing 40 or 50 per cent of the old men could get back, and more of them in the course of a year. I have no doubt the C. B. & Q. have got lots of engineers whom they would not hire if they had their choice but they will keep them till they can get better ones, or until by familiarity with the work they become thoroughly competent. There is always a friendship between M. M's, Supts. and their men, and if the strike were declared off very trifling reasons would be deemed of sufficient weight to put away a scab and put an old man in his place. As for a general tie up that would be suicide. The public would not allow that, and if it did who would support us? Capital could sit down, and we'd starve into a hopeless submission, besides the men would not go such a strike. I would not. I am willing to pay my quota of the assessments, but no strike for me ;I've been there.'

After leaving Stevens I met Engineer Ross Hollman of 3rd Avenue, who was the progenitor of all the Tammany Hall resolutions, and who was also with me on the Press committee, appointed by those meetings.

I said, 'Ross, you keep your division business mighty close, heres the full proceedings of Saturday nights meetings published in Monday morning's Tribune, even down to Arthur's letter of instructions.'

I showed him the slip; as he was reading it Engineer Joe Stillwell came up and Hollman said, 'look here Joe; when you want to know what you have done in the division look in next days papers,'and read the slip to him. Stillwell said, 'that's a d- lie about the letter. Pete (Arthur) said no such a d- thing. He said the boys were confident of winning, but did not say a word about a general tie up; the old man is too smart not to know that would not work. We don't know here how things are out there; the papers don't give us a fair show. I believe Pete knows the boys have some move to harrass the company and put it in the hands of a receiver; he knows d- well a tie up over the country would not work, even if the boys would go out, which I don't believe they would. At first when they were hot some such things might have worked, but now it has got cold and only a war to harrass the company can be carried on, and I don't know how long that would last; we've got a lot of d- mean men right here, that are worse than scabs, who are already kicking about what it is going to cost to carry on the strike longer against the odds we have against us.'

Hollman spoke in then and said, 'I know all about this article. There was a Tribune reporter outside when the meeting on Saturday night adjourned, and I suppose some one told him that Arthur had written and said the men were sure of winning, and the d- fool put the rest to it. There were no communications received by 105 from other divisions as that was not the place to send them; such matters would go to Arthur direct.'

I went to 2nd Avenue yard and there met Engineer McCafferty who is a very prominent B. of L. F. man (he does not belong to the B. L. E.). He approached me by saying, 'is there anything new about the strike?' I said, 'no that's too dead to skin.' 'That's just what I think', he replied, 'and I wrote to Sargent yesterday and told him the boys here were getting restive about it and the sooner it was off the better. A months trial had shown we could not win and the longer it lasted the worse we would be beaten. Now, some men might get back, after a while none would, and to harrass the company by inciting other branches of men to strike would not only incense the management against the old men, and they would never get a show for a railroad job.

I believe McCafferty wrote this as he knows I have the confidence of the Grand officers of the B.L.F.'

Informant No. 2 reports: 'On March 24th Division 105 of B.L.E. met at 33 Union Square. A personal private letter from Chief Arthur to J. B. Babcock, engineer on 3rd Avenue, dated Chicago March 18th, was read. It stated as follows: 'the men are cheerful; the swtichmen will go out inside of 24 hours, and if the brakemen go out also we are sure of success.'

This evening I went to 116th Street and 3rd Avenue, thence to 126th Street and 3rd Avenue, where I met J. B. Babcock. In conversation he said, 'I have not the letter from Arthur but if you will meet me here to-morrow I will show it to you. We have got to fight hard to beat the C.B. & Q. If there is going to be a general tie up we will meet each of us to give $10 each, as it will take more money if the Western roads are tied up, but we can stand $10 and $20 if it's needed.'

W. C. Dowler, enginner 2nd Avenue said, 'I tell you the men are beat, if the company hold on, and I for one do not intend to give out more money than I have been giving. Arthur is pulling on his last strings; he is no good anyway, and you will find when the men are called upon for the next assessment one half will not give a cent.

Babcock said,'that's all very well, but we do not want to let the C.B.& Q. know we are weak, but to make them believe we have plenty of money to fight them with.' Babcock said, 'I expect to hear from Chief Arthur at any moment, regarding his next move, then we will know more about what action we will take here.

At 11:00 p.m. I left the party promising to meet them to-morrow.'

Yours Respectfully

FOUNDED BY ALLAN PINKERTON
1850

ROBT. A. PINKERTON,
Gen'l Supt. Eastern Division,
NEW YORK.
WM. A. PINKERTON,
Gen'l Supt. Western Div.
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ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN CHICAGO.

CONNECTED BY TELEPHONE.

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Kansas City, 105 & 107 West Sixth St.
C. H. EPPELSHEIMER, Supt.

New York, March30th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operatives further report as follows:

Tuesday March 27th, 1888.

Operative J.T.McM. reports: 'To-day I proceeded to Communipaw and made enquiries for Capt. Lennon but found he was in Jersey City attending Court. I then visited the yards of the Central Railroad of New Jersey and called on yard master Neely. He informed me that every day he had several applications for work; he had had two that very morning. He did not keep any list of men wanting work, but would see what he could do for me.

At 12:30 p.m. he brought to me a man named Frank Hawkins, who had worked in the yards of the D. L. & W.R.R. and also in the Penna. Roads. He did not at first want to go so far away from home, but afterwards promised to go out to his house and get his letter of reference and the take them to J.W. Hamilton. I also saw John Chusman who claims to have been switchman on the Penna. and C.R.R. of N.J. for 6 years. Two years ago he lost his right hand, and now uses an artificial one, but claims to be able to do just as good work.'

Wednesday March 28th, 1888.

Operative A.F.K. reports: 'I left the Agency at 12:00 o'clock noon and went home and procured my valise, then returned to the Agency and received instructions to go to Port Jervis and get whatever switchmen and yard brakemen I could to go to Chicago to work on the C.B. & Q. R.R. I left the Agency at 4:00 p.m. and went to Chambers Street ferry, where I purchased a single ticket on the Erie R.R. for Port Jervis. The train left Jersey City at 4:45 p.m. and arrived at Port Jervis at 8:30 p.m. I proceeded to the Delaware House and engaged a room, then went to supper, after which I proceeded to my room, as it was a dark and foggy night and I could do no good by being out."

Operative M.B.T. reports: "To-day in Elizabeth. After breafast I proceeded to Elizabethport and went to Con Donohue's saloon. This saloon is where all the strikers lounge. There being no available railroad men in the place I waited there for an hour and then proceeded to Frank McLaughlin's house on Park Street, as I heard that two yard brakemen were boarding there. McLaughlin is the engineer whom I took to Chicago March 3rd, 1888, and who joined the Brotherhood ranks on his arrival there. He said all his boarders were working now, and that if I had been there two weeks ago I could have got plenty men.

I then walked around the town with McLaughlin and met three yard brakemen, but they could not give any recommendations.

After dinner I met Thos. Darby and Mike Griffin. Darby had a recommendation from W. J. Husband, but Griffin did not have any, but he showed me a notice where he was to learn the road on the Erie Road and by his talk I knew he was a railroad man so I took the 3:35 p.m. train for New York with him and Darby and took them to No. 61 Broadway.

At 11:25 p.m. by instructions from Supt. Bangs I left N.Y. via

Erie R.R. for Elmira, and at midnight I was on train.'

Operative C.D. reports: 'I left the Agency at 1:40 p.m. and proceeded to Bergen Point. I first went to Suhl's place. There were several men here, but they would not go to Chicago. At Riley's place I was told of five men who would go, but they were not in town, but would be back to-night and for me to leave my address and they would call to-morrow. I gave them Mr. Hamilton's address. Their names are as follows:

Ryan, J. Mullen, Jas. Riley, P. Kenny and J. Donohue.

I went to Brady's saloon. Here I found about six men; one said he heard two or three went from Bergen Point and were to get $5 a day. I said it would not be any such pay as that, as I wanted only competent, sober and reliable men, and that they were to be paid good wages and a steady job; and they could find out fuller particulars at the address which I would leave. I came in contact with one of the railroad foremen and on stating what I wanted he gave me the address of J. B. Ford care of S. A. J. Neely, Jersey City, who wanted a position as switchman. Just before leaving Bergen Point three men named D. Jackson, J. Sullivan and McAveney said they would like to go. I told them that only competent, temperate, and reliable men were wanted and references were required; that if they could fill the call to go to No.61 Broadway as I had left the address at Riley's place.'

Operative T.A.G. reports: 'At 8:00 a.m. I proceeded to the D. L. & W.R.R. depot in Hoboken and saw Detectives Harney and McKenna, as per appointment yesterday at 9:00 a.m. Mr. McKenna had secured three men whom I sent to No. 61 Broadway, and he said he would look up more that he knew were idle. McKenna had consulted Supt. Reasoner on the request of Supt. Bangs as to making personal enquiry amongst the employees of D. L. & W. R.R. in yards, but Mr. Reasoner did not consider it prudent to do so, so McKenna promised to send over to J. W. Hamilton all the men he could and so did Chief of Police Donovan, whom I met while over here. At 11:00 a.m. I left Jersey City and returned to the Agency and reported, after which I was instructed to notify Mr. Hamilton about men who would come recommended by McKenna, Harney, Griffith, all of D. L. & W.R.R. or Chief Donovan.'

Operative C.H. reports: 'To-day in New York, I arrived at No. 61 Broadway at 8:00 a.m. I there received applications for positions of yard foremen and switchmen for the C.B. & Q. R.R. in company with operative J.W.L. At 4:00 p.m. I had engaged 8 yard foremen and 11 switchmen to leave to-night. At 6:10 p.m. Asst. Supt. Julian and operative J.H.F. came in, and after checking up my men I found I had only seven foremen and 11 switchmen ready to go. At 6:22 p.m. I left No. 61 Broadway in company with Asst. Supt. Julian, operatives J.W.L. and J.H.F. and the 18 men and went to Smith & McNell's dining rooms on Washington Street, where the men had their supper. At 7:00 p.m. we left there and went to the Central R.R. of N.J. depot, and at 8:05 p.m. the train left with the 18 men in charge of operative J.H.F. Operative J.W.L. and I then withdrew.'

The report of operative J.W.L. is incorporated in the foregoing.

Yours Respectfully

Pinkerton's Natl Det Agency

Robt. A. Pinkerton

Gen'l Supt. Eas. Div.

FOUNDED BY ALLAN PINKERTON. 1850

ROBT. A. PINKERTON,
Gen'l Supt. Eastern Division,
NEW YORK.
WM. A. PINKERTON,
Gen'l Supt. Western Div.
CHICAGO

Pinkerton's National Detective Agency
"WE NEVER SLEEP."

OFFICES.
NEW YORK, 66 EXCHANGE PLACE, GEO. D BANGS, SUPT.
BOSTON 42 & 44 COURT STREET, JOHN CORNISH, SUPT.
PHILADELPHIA 45 SOUTH THIRD ST., R. J. LINDEN, SUPT.
CHICAGO, 191 & 193 FIFTH AVENUE, WM. A PINKERTON, SUPT.
ST. PAUL, 63 TO 66 UNION BLOCK, W. J. LOADER, SUPT
DENVER, 1 & 2 OPERA HOUSE BLOCK, CHAS. O EAMES, SUPT.

ATTORNEYS FOR THE AGENCY:
CLARENCE A SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN CHICAGO.

CONNECTED BY TELEPHONE.

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New York, March 9th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operatives report as follows:

Wednesday March 7th, 1888.

Operative E.S.G. reports: "I arrived in Albany from New York at 6:00a.m. and put up at Stanwix Hall. I took the 8:00 a.m. train for Troy, and had an advertisement inserted in the Troy Times, Telegram and Press. I returned to Albany and had the same advertisement inserted in the Morning Argus and Press, also in the Evening Journal and Times, in each of which I had three insertions. I called at the office of C. G. Young of the Delaware and Hudson Canal Co., but found him away from the city. Later on I saw Mr. Hammond, Supt. of the same Company, to whom I made known the nature of my business, and who informed me that he would willingly assist me if he could. He also informed me the Brotherhood of engineers was very strong about here with the exception of the Susquehanna Division of their road, and upon that there were a number of non-union men, and he thought it would be difficult to pick up competent men about here now, that were idle, but that there were a number of firemen now on his road awaiting promotion whom he thought to be fully competent to run an engine. He said he would see what he would do for us quietly, and write me at the hotel.

During the afternoon I visited the machine shops of Kemp, No. 405 Pearl Street; Rodgers, No. 76 Livingston Avenue; Scattergood, No. 12 Wilbur Street; Sullivan & Ehler, No. 166 to 170 Broadway, and Townsend, Renseker and Broadway. In none of them was I able to find any that were competent to fill the position, and from what I heard, a number of men have gone from here since the strike to Chicago.

One newspaper, the Troy Standard, an evening paper, refused to take an advertisement from me this morning, on the ground~~s~~ that its circulation was among the laboring class and that it upheld that side in this strike, so that an advertisement of that kind would tend to injure them.'

C.H. reports: 'I was at 61 Broadway all day. The applications came in very slowly and I succeeded in securing only three engineers to leave to-morrow night, though I secured quite a number of firemen whose names I took. I was assisted by operative F.B.J.'

S.M.J. reports: 'I started out this morning visiting engineers for the purpose of securing as many of them as possible. I also called on Chas. Thompson, the Supt. of Motive Power in Long Island City, who, after I had argued some time with him, examined his application book in which there were twenty names enrolled. At his request I reserved six of the names for him and copied the rest, and subsequently mailed letters to the men requesting them to call at our officeQ

'This occupied me throughout the day.'

Yours respectfully,
Pinkerton's Natl Det. Agency,
Robt A Pinkerton Genl Supt. Eas. Div

FOUNDED BY ALLAN PINKERTON. 1850

ROBT. A. PINKERTON,
Gen'l Supt. Eastern Division,
NEW YORK.
WM. A. PINKERTON,
Gen'l Supt. Western Div.
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CHICAGO. 191 & 193 FIFTH AVENUE, WM. A. PINKERTON, SUPT.
ST. PAUL, 63 TO 66 UNION BLOCK, W. J. LOADER, SUPT
DENVER, 1 & 2 OPERA HOUSE BLOCK, [redacted], SUPT.
JAS. McPARLAND

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN CHICAGO.

CONNECTED BY TELEPHONE.

Kansas City, 105 & 107 West Sixth St.
C. H. EPPELSHEIMER, Supt.

COPYRIGHTED, 1886

New York, April 4, 1888.

Henry B. Stone, Esq.,
Genl. Manager, C.,B.& Q.R.R.,
Chicago, Ills.,

Sir:

Our operatives report as follows relative to their attempts to secure switchmen and others to take the places of the strikers on your road:

Wednesday, Mar. 28, 1888.

S.M.J. reports: 'This morning I went among the yardmen of the Grand Central Depot being aided in my efforts by Mr. Franklin. Subsequently I went up to Mott Haven, Morrisania and the terminal on 11th avenue between 59th and 68th streets. I met with some success and in each case sent the applicant to No. 61 Broadway. The various yard masters I saw were obliging and rendered me all the assistance that was necessary. To-night I left for Buffalo with operative W.A.D., who was to accompany what switchmen I obtained from Buffalo to Chicago.'

Thursday, Mar. 29, 1888.

S.M.J. reports: 'I reached Buffalo with operative W.A.D. this morning and during the day visited the freight yards of the Erie, B., Y.& P. (now the Western New York & Pennsylvania), Central and Lake Shore, Nickel Plate, Grand Trunk, D.,L.& W., and Michigan Central R. Rs. Mr. Swan, the depot master of the New York Central, showed plainly that he was not in sympathy with us; the others that we saw were very pleasant and obliging, but although we worked hard and until a late hour we succeeded in securing only six men. Late in the evening I received a telegram instructing me to return to New Yotk. It was too late to return then. I will leave Friday. Operative W.A.D. went on to Chicago. Four of the seven (and not six-as stated above) that I succeeded in securing were drill masters and the remainder switchmen. I telegraphed to the men I had obtained that I would not now need their services.

'In the afternoon I had inserted advertisement in newspaper but this will not be needed now.'

M.B.T. reports: 'I arrived in Elmira from New York this morning and was about during the day and evening searching for men, of whom I succeeded in securing only a few: they seem to be scarce.'

A.F.K. reports: 'This morning in Port Jervis I went to the Erie depot and was about during the day examining men. Mr. Van Wormer, the yard master, was very obliging. I found it was as he stated, that all the good men were working and those that were not were not worth having. A short time ago there was trouble in Hornellsville and all the spare men in Port Jervis went there, which left this place short. I secured two men but when I went to get them one of them was intoxicated and as the other appeared to be his boon companion I refused to take him also. I went on to Binghamton.'

J.C.B. reports: 'I reached Albany from New York last evening and to-day I was very busy. I visited West Albany, where I saw P. H. Quackenbush. At first Quackenbush was very short and snappish but after a while said if he heard of any men he would send them to me. I also visited Bath and Greenbush and spent the entire afternoon in a personal canvass of this ground. I am told that the Brotherhood have a good deal of influence on both the New York Central and B.& A. Perhaps this will account for the apathy of the yard masters, who were not all very obliging. I inserted an advertisement in the Press & Knickerbocker. Late this evening I received a dispatch stating that all the switchmen required had been obtained, so I notified the few I had obtained.'

To-day in this city we had operatives C.H. and J.W.L. at 61 Broadway examining applicants.

Friday, March 30, 1888.

S.M.J. reports: 'I returned to New York on the 9.55 a.m. train from Buffalo after taking the names of the drill masters and switchmen I had secured and notifying them that should they be wanted they would be called upon.'

A.F.K. reports: 'This morning in Hornellsville I went to the Erie depot and saw Yard Master Brown, and I also called at the D.,L.& W. and D.& H. yards. The latter yard is a hot bed of Union men and no benefit would be derived by going among them. My presence in the town became soon known and I was approached by dozens of men, who, however, as soon as they found I was working in the interest of the C.B.,& Q. road, refused to deal with me. I had a number call on me at the hotel but very few of them were what I considered good enough to expend money on to send them to Chicago and the general run of them could not produce references. I had succeeded in securing three good men when I was ordered from New York to stop.'

J.C.B. reports: 'As per instructions from New York this morning I went about Albany and its suburbs again and canvassed the place thoroughly but without finding one suitable man, and at 4.05 p.m. I left for New York, according to despatch received shortly before.'

To-day we had operative C.H. again in 61 Broadway. He was kept busy until 1.30 p.m., when we ordered him to withdraw.

Yours respectfully,

Pinkerton's Natl Det. Agency,

Robt A Pinkerton

Genl. Supt., Eas.Div.

New York, April 2nd, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. R.R.,
Chicago, Ill.

Sir:-

Our informants No. 1 and 2 further report as follows:

Saturday March 31st, 1888.

Informant No. 1 reports: "This morning I tried to find the person who received the letter from P. M. Arthur read before Division 105 on Saturday evening last. No one seemed to know, or would tell, who received it. Something dropped in general conversation led me to think it was Engineer Joseph Babcock of 3rd Avenue, and he was off duty sick.

About 2:00 p.m. he came to 98th Street for the first time this week. I called him in the telegraph office, where I was sitting alone and showing him the Tribune slip said, 'read that and see what a mess the reporters have made of Pete's letter to you that was read in the Division last meeting night.' He read the slip and laughing said, 'why they got it down fine didn't they? There wasn't a d- word in it about tie up. I wrote to the old man Monday week asking him about the situation in Chicago, as we could not tell here how it was from the papers. He answered me right off and said the boys felt sure they would win, but gave no opinion of his own, but I thought by the way he talked about the order having to stand by them financially that he was in doubt about the matter. I was not able to go to the Division but sent the letter that the boys might see what he said.'

About 4:00 p.m. I went to the H. & N.H. R.R. yard near the Grand Central Station and met Geo. H. VanTassell, engine despatcher for that road, with several of their engineers, whose names I do not know. Talk soon led to the strike on the C.B. & Q. R.R. and the news from there in the afternoon papers. VanTassell said, 'the men in the yards are making a mistake; they are only losing their jobs and doing us no good. All the corporations in the country will combine against all labor organizations and its money against muscle, and money wins every time.' I mentioned the letter read before Division 105 and he said, 145 -his Division- had not got any such letter from Arthur, and if an official letter on the strike was sent to one Division all the others would have got on. The sentiment of the party seemed to be that the strike was gone up, and the sooner called off the better. We adjourned to the Vanderbilt Hotel and the party broke up.

To sum up I fail to find a man who does not think the C. B. & Q. strike is lost to the men, and the sooner defeat is acknowledged the better, but they all are pleased to see the Company harrassed. No one now has a word to say in favor of 'stopping all the wheels in the Country.'

Informant No. 2 reports: 'To-day I met Dowler and J. B. Babcock at 126th Street and 3rd Avenue. In conversation Babcock said, 'the men on the 'Q' system are firm, and I can sav that the brakemen will join the B. of L.E. in the strike.' He then produced a letter from Chief Arthur as follows:

'Chicago, March 20th, 1888.

Friend Babcock and Bros,

Sirs:-

I am in receipt of your letter of the 13th inst. and note contents. In reply I would say I was pleased to hear from you and the interest the Brothers in the East toward the "Q" system of Brotherhood men. Success is certain; the switchmen and brakemen all come to our rescue. Money is plenty, and I hope you will keep up good courage, as we are bound to win.

Respectfully Yours,

P.M.Arthur."

He (Babcock) then said, "I am certain the Pittsburgh, Fort Wayne and Chicago will be tied up ny Monday April 2nd, and a general tie up of all roads entering Chicago is certain. Arthur is playing a great card, and there are a few of the men who know what it will be. I am also positive Arthur and Powdlery have made a deal to cripple the C. B. & Q. system."

At 3:30 a.m. I left Dowler and Babcock and went home."

Yours Respectfully

New York, April 3rd, 188.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our informant No. 1 further reports as follows:

Sunday April 1st, 1888.

"On Sunday March 4th in obedience to a call for a meeting of all B. L. E. members at Tammany Hall on that day that was posted on the bulletin boards on the 'L' railway I went there. Meeting was called to order at about 11:00 a.m. by appointing Engineer Maurice Clapp of the N.J.C.R.R. to the chair. The secretary I did not know, and did not get his name. Engineer Levi Gibb of the 'L' road, Chief of Division 105, stated that Brother Kent of (I think) the N.Y.C.R.R. had called on him the day before and suggested the necessity for a meeting of the order, at once, to take into consideration the C.B. & Q. strike then in progress, and in pursuance of that suggestion had issued the call that had brought us together, and he was much pleased to see so large (?) an assemblage on so short a notice. Members were requested to announce their Division No. so as to get at the number of them represented. Nine (9) Divisions were represented. Many of them by from one to three members. The mass was composed from the 'L', H. & N.H., N.Y.C. and N.J.C. A majority of the whole body was from the 'L'.

Next in order was the appointment of a committee on resolutions to consist of one member from each Division. Being the only one from my Division present, of course, I made one of the committee. The duty of this committee was to receive all resolutions offered, digest them, and report back to the meeting our action for ratification or rejection. Then pandemonium commenced, resolutions, verbal and written, were offered to do everything from giving money to instant strike on all rail roads in the whole country. The air was blue with sulphur for about an hour. When all had had a chance to have a say, the committee retired, and as a result of their labors presented the resolutions that were published next day in the newspapers. In discussing these resolutions in committee their progenitor, Ross Hollman of 3rd Avenue, said he had shown them to a number of members and it was understood they were only meant for a bluff; that all hands were aware that a general tie up was impossible and even to do so on connecting roads with the C.B. & Q. would be a bad move for the B. L. E. as it would throw so many engineers out of work; that those in work would not pay the assessments necessary to pay the strikers, $40 per month for three months as our laws require. That younger members wouldquit the order before they would stand the tax, and the strikers not being paid as they had a right to expect, would get mad and quit also, as was the case in the B. & M. and the P. & R. strikers in 1877 when the order lost about 50 per cent of its members from same cause.

Being satisfied myself that the time for action fixed in the resolutions was so far distant that the strike would be so far gone that the resolutions would be a dead letter, even if seriously meant, I backed Hollman up, and with the assistance of other conservatives we threw out all other resolutions and adopted those published. The meeting ratified our action and adjourned. Instead of their being four to 500 men present as some of the papers stated, there was less than 150. A collection of 25 cents per head was taken up to defray hall rent etc., and yielded $34.75, and I think every man paid his quarter. I made an estimate of the number present and counted 140. I wrote out the resolutions and account of the meeting for the press and took the copy sent with this. The number of Divisions was stated at 15 to strengthen the 'bob' tail flush."

On Sunday at 9:00 a.m. on the 11th of March Division No. 105 held a meeting in their hall and the resolutions published next day were adopted. I had no chance to copy them, but the morning papers of March 12th can give them to you. At about 10:30 a.m. the meeting called for by the resolutions of the 4th of March meeting was called to order; Maurice Clapp again in the chair. An engineer named Potter from the C. B. & Q. strikers was present and for about an hour gave us his version of the affair. Potter was followed by a member of the Firemen's Brotherhood (I think) by the name of Larkins. He is not engaged in railroading, now being County Clerk or in that office in Liberty Co, Ill. After he had spoken his piece, being also sent by the strikers, resolutions were in order; they were much more temperate than at the preceding meeting, a change having come over the spirit of their dreams. Amongst the resolutions offered were those of No. 105 which were considered the only acceptable ones by the committee, of which I was one and adopted by the meeting. There were 29 Divisions of the B. L.E. and 30 lodges of the B.L.F. represented. The usual 25 cent collection for expenses yielded $84.50 equivelent to 338 engineers and firemen present. As all paid a quarter, and several enthusiasts chipped in 50 cents and $1, the number present was probably not in excess of 325. There was but one Division- 105- officiallly represented. Not one word that was said or resolution offered, except as above, had the endorsement of any Division to back it. The conservative element showed pretty strong. Engineer Erricson of the N.Y.C. in speaking against the resolution as adopted said, 'what do resolutions amount to? It I were to move now that we all quit work at once you would stamp your feet, hurrah and pass it with three cheers for Erricson, and tomorrow morning you'd all be at your throttles. It's money we want to keep our brothers out West from being starved into submission. A member in the gallery called out, 'we are prepared to give one, two or thre months pay for their support.' Nat Sawyer of the H. & N.H.R.R. jumped up and 'guff' came from his lips. 'We all know how much that talk is worth, in the B. & M. strike you Yankies were going to tear down your houses and give the boys the bricks and shingles, but you are all living in them yet or have them rented out. In the P. & R. strike the Pensys men were going to tear their checks in half with the boys; if any of them did tear their checks they put a piece in each pocket. We expelled 44 of our members who would not even pay the paltry assessments.' This raised a storm and Geo. Van Tassel of the H.& N.H. moved to reconsider the whole business. A motion to adjourn was made and carried or the whole business would have been killed.'

Yours Respectfully

New York, April 4th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

We are in receipt of the following communication from informant No. 1:

Sunday April 1st, 1888.

"I think I have given enough in my reports to show that the whole affair was a bluff in the broadest sense of the term. I will give you my opinion on the situation. I have known P. M. Arthur for over 15 years and watched him narrowly. He is a demagogue in every sense of the term; he is for P. M. Arthur all the time. He has a salary of $5000 per year, and managed last year to put in a bill of $1000 for expenses.

In the Brooklyn strike he knew the men were wrong, and right or wrong they would be beaten. He made a cats paw of Ingraham and sent him to the ground. If, by the cowardice of the management, the men should chance to win P. M. Arthur's advice and engineering was the cause, and he got the credit. If they lost why Ingraham handled it badly. There was no valid reason why Arthur should not have come to Brooklyn. The Union meeting at Fargo, which was his excuse, was of no importance whatever. Knowing all the facts of the case he did not dare to come out boldly and say the men were wrong, as that would have offended a very large element in the B.L.E. who think all strikers are in the right, but chose to tacitly acknowledge the men were right by paying them $40 per month for three months well knowing the 25 cents that would cost each B.L.E. man would excite no comment and leave him solid with the boys. Not one word has the B.L.E. Journal ever said about this strike, except to abuse Col. Martin. To prove my position; at the last convention Arthur recommended the expulsion of the leaders in that strike to their Division and it was done, and that in the face of the fact that P.M. Arthur admitted the justness of the strike by paying the strikers the sum allowed in just strikes to the men. In the C. B. & Q. affair I believe when he went there and found the men were determined to strike his opposition was very mild, fearing that any determined opposition on his part would incense them against him; yet I believe he said enough mildly to fall back on and say, "I told you so." I think he is indirectly mixed in the switchmen's action, but he has done it by innuendoes to others, hinted to the grievance committees what might follow from such and such a course if so and so did so and so, at same time expressing himself as being opposed to the so and so, thus placing himself on the fence prepared to step down on either side when the end comes and again say, "didn't I tell you so." I am not surprised at the action of the switchmen and brakemen. I have spent considerable time in the West, N.W. and S.W. I found that class of men, as a rule, regular nomads; talk to one who has been at that work for a few years and you'll find he has worked on nearly all the railroads in the country; stays in one place until he makes a "grub stake" and then is off to another. They think anything smart that will "beat the company". Pure cussedness,-without any,or little, persuasion will set them on to acts of lawlessness if it shows an opening for a drunk or plunder. Arthur knows all this better than I do, and, as he in the outstart proclaimed that the life of the B.L.E. depended on their success in the matter he will leave no stone unturned to win, but he is a leary old fox and will so play his game to leave himself solid for himself in any event.

I should not be surprised to see a repetition of the Pittsburg riots in 1877 if heroic measures are not very soon adopted to put down the strike. Any weakening now on the part of the company or companies interested will place them under the control of the bad element amongst their employees. To win now will give them the right to manage their business.'

Yours Respectfully

New York, April 5th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C.B. & Q. Railway,
Chicago, Ill.

Sir:-

Our informant No. 1 further reports as follows:

Wednesday April 4th, 1888.

"I have just learned there is to be a secret meeting of the B.L.E. and B.L.F. next Sunday at Tammany Hall under the auspices of Division 145. This is due to some information received to-day from Chicago. As to-day's p.m. papers bear the news of the end of the boycott of the C.B. & Q. traffic this move may be something in relation to confining the strike to that road and the means of carrying it on.

I learn that a committee of engineers and some one of the G. officers of the firemen are to be present at this meeting. I propose to be there and take notes."

Yours Respectfully

M 1

New York, April 27th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 1 further reports as follows:

Thursday April 26th, 1888.

"Letters have been sent here from the two orders now on strike on the C.B. & Q. system of a very encouraging character, assuming the parties written to of the absolute success of the strikers in the near future etc. Thinking one or more of these letters may have fallen into your hands and that it might cause some uneasiness I drop you a line to say that I, too, have lately received two official letters from the two orders; one from the firemen in which a very despondent tone is used, the other from the engineers in which this sentence occurs: 'Our defeat on the C. B. & Q. system is due to them (meaning K. of L.). Had not the officials of the Q. system received the assurance from them of assistance they, in my opinion, would never have allowed a strike to occur.' Mr. Arthur and the executive committee have bit off more than they can chew, in other words have made promises to men outside of the orders of financial aid, which they will find impossible to keep. There is now a tremendous row over the assessments ordered and many will not pay them. The letters sent here, to the active workers, are meant to encourage them and urge them to keep the boys in the traces. If you wish to see the letters to me they are at your service."

Yours Respectfully

Mr Perkins
For your information
Apr 11/88

New York, April 9th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our informants No. 1 and 2 further report as follows:

Sunday April 8th, 1888.

Informant No. 1 reports: "The affair to-day was a complete fizzle. The meeting was held with open doors. I thought it would have been better to have held it secret- very secret- so no one could have found out how dead the corpse was. There has been no coalition with the K. of L. and none would be tolerated by the B.L.E. at large. Such a move would burst the order at once. True the C.B. & Q. men would do anything now, as they cannot make their case worse, but there is a large element in the B.L.E. that will not listen to any move of the kind.

The resolutions that will appear in the morning papers were neither read nor passed by the meeting, but were adopted by a committee of six (of which I was one) after adjournment. There were about 150 present all told, but enthusiasm did not prevail."

Informant No. 2 reports: "To-day I met J.J. Hanrahan and Jos. Porter. In conversation Hanrahan said, "I will tell you a secret which I did not dare to speak about at the meeting, as we do not want the public to get hold of our plans. There was a deal made between Arthur and Powderly; first the brakemen will be called out, then comes the section men, then the clerks, then the conductors. Now, I am trusting you as you have been a true friend to me, and as you know we dare not trust all the Brotherhood men with our plans."

At 1:00 a.m. I left the Taylor Hotel, Jersey City, with Hanrahan and Porter, who were very intoxicated. I went with them to their room then I went home with the understanding they were to have dinner with me Monday at 1:00 p.m. I am to meet them at 10:00 a.m. at City Hall Station."

Yours Respectfully

New York, May 5th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operatives Nos. 1 and 2 further report as follows:

Friday May 4th, 1888.

Operative No. 1 reports: 'At 9:00 a.m. on Wednesday 2nd inst. I took train for Philadelphia, and arrived there at 11:10. I then boarded a street car for Old Kensington R. R. depot to try and meet D. H. Fowler, F. A. E. of Division No. 71, and fortunately caught him at home. I had about an hours talk with him before he went on duty. I learned from him that his Division had received a great number of letters from Divisions on the line of C. B. & Q. system; all telling how firm the boys out there were in their determination to stand out and ruin the Q. Company. Amongst them was the letter from No. 32 at Aurora, Ill. that Sawyer showed me, and also another from same Division received about three weeks previously in which it was suggested that all Divisions select one or more reliable men- now employed- who were to ask for ten days leave of absence from their M. M's or Supt. and go out to the C. B. & Q. and take engines, get into the confidence of the new men, and by the offer of a bonus or any other means that suggested itself, induce them after things were all going smoothly with the Company to go out again on a strike; the em~~m~~issar~~r~~ies were to go back to their jobs, and leave the new men and the Company to fight it out. I asked him what he thought of the plan, and he said, 'I showed it to our Chief Engineer and we concluded not to bring it up before the Division, as it was so preposterous that it was not worthy of consideration. First to begin with, the matter would have to be entrusted to all the old C. B. & Q. men so they would not apply for work that the men sent by the Divisions could not get places, and where so many knew the secret the Pinkerton men employed by the Company, would get down to it in a week. Second, the strike would have to be declared off, or no Brotherhood man would go there at the risk of being called a scab, and if the strike was called off and none of the old men applied for places the Company would suspect something wrong at once. Third, under no circumstances could any number of good men be induced to go into the plan for they would all lose their jobs as soon as they were found out, and they'd be sure to be.'

I said, 'did you say this letter came from Hoge as Chairman of the Gen'l Grievance Committee?' He replied, 'no, it came from No. 32, and I get lots of letters suggesting impossible means of downing the Q.'

I asked what he thought of the assessments. He said, 'I fear the men will not meet them. Our men say the Q. men knew our laws on the subject of paying men on strike, and have no right to expect any more, and the General Grievance Committee have no power to promise or pay them more than the law calls for. There's where the kick comes in; I have not collected one half of the first assessment yet. Men say they wont pay but three, and if they are expelled for refusing the 4th they might as well be expelled for the 1st and so wont pay any.'

Fowler had to go out and I circulated around amongst the firemen and engineers and found the feeling on the assessment question to be general, as he had given it. The firemen are assessed this month, including insurance, $9, and the most of them say they cannot pay it. For two or three months they'd try, but as no time is fixed to end it they might as well refuse now and be expelled as later on.

I dropped you a short letter from Phila. outlining this part of my report and at 7:50 p.m. took the train for Reading, where I arrived at 10:20, and went around until after midnight trying to fall in with some of the parties I wished to see, but without success and went to bed. At 7:30 a.m. on Thursday 3rd inst. I took up the trail and ran on to Harry Hoffman an ex-member of my Division, and now a member of No. 181 at Eldon, Iowa, and running on the Rock Island R.R. between R. I. & Eldon. We had not met in a number of years and I thought he would be glad to see me. I went to his house; his family did not go out with him, and found him at home. In a few minutes he opened on the strike question, and told me he was a member of the General Grievance Committeee representing his Division; that three weeks ago he was satisfied the strike was gone up, but the men were so d- foolish, and were always talking about doing such silly things to down the Company that he was afraid of being, in some way, drawn into a snap, and had his family telegraph to him to come to Reading at once on important business, and got 60 days leave of absence and left. He said the boys kept him posted how things were going. I said, 'then you know of the latest scheme of Hoge's to call the strike off and then put Brotherhood men on the Q, and after a while strike again?' He said he had heard nothing of it, and if it were so he'd know it. He asked where I heard it and I told him it was common talk in New York amongst the boys. He said, 'there is nothing in it; and it could not be done any how;' and he gave very nearly the same arguments that Fowler did.

We started out then to find some other members and found two or three, and amongst them N. Foreman our F.A.E. I told him I'd like to see the minute book as I had not been in the Division for nearly two years, and would like to see what we had been doing. We went to the Division room and I got a look at all the books and papers. I saw twenty or thirty letters from the West all full of twaddle and loyalty; sure to win, and all ending, like a sermon at a camp meeting, with a request to pass around the contribution box. There was no record on minutes of the 'Hoge' letter, but there was of the circular from No.32 but the circular itself was not amongst the lot, nor could Foreman tell where it was, though he had had it. I then asked if we had received any letter from Hoge outlining any to send men to the C. B. & Q. and then when all was quiet to go out again. He said he had not heard of anything of the kind from anybody; that Hahn, the C. E., might have such a letter and not sent it to the Division as he was working in Philadelphia and all letters went to him.

We left the Division room and put in the day in saloons and restaurants, occasionally meeting an engineer or fireman, with whom I managed to have some talk on the assessment question, and all were complaining against them. About 5:00 p.m. I got away from the party as there was no more to learn and went to the hotel.

At 10:15 this a.m. Friday 4th inst. I took train for Philadelphia arriving there at 12:05. I went to 9th and Master Streets and met John F. Hahn, our C. E. He knew nothing of any such letter from Hoge or No. 32, about sending men to the C. B. & Q. I spent a couple of hours amongst the men there(and at 9th and Green Streets) with whom I am acquainted, and found the feeling against the assessments to be very strong and general. Fowler told me that Arthur had created a very bad feeling amonst the P. & R. and P.R.R. men by sending Ed. Kent to the former men at the outstart of the C. B. & Q. strike to induce them to leave their engines and thus embarrass the P. & R. and carry favor with the K. of L. I refer to the B. L. E. men who took engines in Dec. 1887 on the P. & R. when the K. of L. struck. They flatly refused to do any such thing and are very sore over it.

My convictions are that the letter you are after does not exist, nor never did, but that the story originated from the suggestive letter from Division No. 32, and that was not sent to all Divisions, and at any rate the scheme is perfectly ridiculous and impracticable. I do not think there is any more in this phase of the case."

Operative No. 2 reports: "At 11:00 a.m. in conversation with Chas. Ryan, one of the Grievance Committeee, he said, 'the fight on the C. B. & Q. has just begun, and you will find Arthur is too sharp for Stone. We have plenty of men who are willing to go on the C.B.&Q. if Arthur wants them for a purpose.' I said, 'you can count me for one, providing Arthur and the B. L. E. back me up. I will go and run any fast train they have on the road.' He said, 'you are the kind of men that Arthur wants if he calls for them.'

Nicholson said, 'Arthur is playing a great game and he is not going to let everybody know it.

I then went to 86th Street and Avenue A, where I met W. C. Dowler. He said, 'if any one has any private letter it must be Holman or Nat Sawyer and Joe Babcock; those are the only men who Arthur will trust;

of course Arthur will keep this thing quiet, but the Division will have to know it. But Arthur may trust only certain men and the Division would not know what was going on."

I next went to 42nd Street round house, N.Y.C. road, and met Van Tassel, member of Division 145. I inquired for Nat Sawyer, Chief Engineer of 145. I was told he was out on the road.

In conversation Van Tassel said, "I am afraid that Stone will be a hard man to beat; he means fight. Arthur has been too slow altogether."

I went to 66th Street and 2nd Avenue, and in conversation with John McCaffery, Master of Lodge 140 B. of L.F. he said, "I wrote to Hanrahan and for him to send all particulars about how the men stood. I tell you the Company is beat."

Division 145 will hold a meeting Sunday."

Yours Respectfully

New York, May 4th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 1 further reports as follows:

Thursday May 3rd, 1888.

"To-day in Reading. No letter of any kind has come to Division No. 95 of the character you spoke of. The Chief Engineer isin Philadelphia, and I expect to meet him to-morrow. He may have such a letter; if he has I will see it. Ithink the letter spoken of by Fowler was only a suggestion and not of an official character, and at any rate it wont amount to a row of pins. I will be in N.Y. to-morrow (Friday) night and will give you a full report by next morning."

Yours Respectfully

FOUNDED BY ALLAN PINKERTON.
1850

WM. A. PINKERTON,
Gen'l Supt. Western Division,
CHICAGO.
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ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
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KANSAS CITY, 105 & 107 WEST SIXTH ST.,
C. H. EPPELSHEIMER, SUPT.

Chicago May 3rd 88

H. B. Stone Esq
Genl Mngr C B & Q Ry
City

Dear Sir

Enclosed please find special report from my New York office and also the original letters

Yours truly
Robt A Pinkerton
Genl Supt Eastn Div
M

as the divisions in this vicinity have Secret letters from Cleveland to the effect, that each Division must seek out every engineer out of employment, hire him whether brotherhood or otherwise to seek a position on the C B & Q remain there one two or three months & then quit in a

body taking with them.
Every scab they can on
whatever pretext most
available, or by drive off
wherever practicable —
a letter accompanies this
without the official sanction
of the B of L.E., suggesting more
sanguinary measures —

wrecks, personal attacks, tampering with engines &c &c

*In addition, each division has before it a general proposition looking toward a general amalgamation of all brotherhoods now on ~~all~~ railroads in the country and then make a board of award for the principals in the C.B.&Q. Strike. Each Division to report their views soon. Again, there is a proposition from Cleveland to have a day set say - 30 or 90 days - at the expiration

of which all the roads
in Chicago will be tied up
unless all other roads Combine
to Compel the C B & Q to
employ their striking
men

New York, May 3rd, 1888.

Henry B. Stone, Esq.,
Gen'l Manager C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operatives Nos. 1 and 2 further report as follows:

Wednesday May 2nd, 1888.

Operative No. 1 reports: 'To-day in Philadelphia. I found D.H. Fowler of Division 71 at noon and from him learned that a letter had been received by him from Aurora, Ill. Div. No. 32 about two weeks ago, in which it was suggested that each Division select two or three good men and send them to the C. B. & Q. Company for employment, and after things had got quiet then these men were to strike again and draw the new men out with them. To carry this out the strike was to be declared off by Arthur so as to give color to B. L. E. men taking engines there. He showed this to the Chief Engineer of 71, but neither thought well enough of the plan to present it to the Division and so suppressed it. He also spoke of the letter I mentioned yesterday.

I will go to Reading to-night, and think I can get our Division letter or a copy of it.

There is some terrible 'kicking' here over the assessments; firemens assessments this month are $9. They are shouting.'

Operative No. 2 reports: 'To-day at 9:30 a.m. I met Ed. Nicholson, Wm. Dowler, Chas. Ryan and Geo. Betty, engineers. In conversation Betty said, 'I do not believe there was any letter received from Hoge because it would have to be sent to our Chief, Levi Gibb. But if the C. B. & Q. hold on much longer you will see that the men here will not stand the $5 assessment. I for one do not propose to pay much longer and that will be the cause of good many dropping out of the B. of L.E.'

Ed. Nicholson, second engineer of Division 105 said, 'the 15th of May will tell, then the directors of the C. B. & Q. meet, and you will find as Arthur writes to us that Stone will be bounced, and every man will go back to work; we have the company beaten for a sure thing.'

Dowler said, 'I don't think so. I think the men are beaten and you mark my word.'

I then went to Arnold's saloon, where I met Babcock, Dresser, Lasher and Delrymple, engineers. In conversation Joe Babcock said, 'I do not believe Hoge has written any such letter, for I am in a position to know. But I do know Arthur is working things very cunning, and I tell you boys we have not won the bottle yet. Arthur informs us that Stone has called on different companies for non-union men to send him all they could or he (Stone) was beaten.'

Dresser said, 'as for the B. of L.E. I do not believe Arthur would dare to go to work and send Brotherhood men on the C. B. & Q. without consulting all Divisions.'

Babcock said, 'of course we don't know what plans Arthur is working on, but he will leave nothing unturned to beat the C. B. & Q. We are all watching for the 15th of May.'

Lasher said, 'the best thing Arthur can do is to send the C.B. &Q. all the B. of L.E. men that he can get, and when every train is running call all the men out, and that will cripple the C. B. & Q. for good.'

Babcock continued, 'Arthur may be doing this, but if he is I shall find out as you all know Arthur is a personal friend of mine, and I will write him on the subject.'

Getting no more information at 10:30 p.m. I went home.'

Yours Respectfully

New York, May 6th, 1888.

Henry B. Stone, Esq.,

No.1 Reports as follows :-At a meeting of Division 321 B.L.E. yesterday May 6th, no letter was read asking for Brotherhood men to be sent to get places on the C.B.& Q. under assumed names If any such letter was received it was not allowed to go beyond the officers and leaders, and was not referred to in the meeting.

No.2 Reports as follows :- Attended meeting Division 321 B.E.E. yesterday (May 6h) Letters read from Chicago stating strike on C.B.& Q. was not off by any means, and that the strikers expected eventually to succeed . The letters also requested of B.L E. members to do all in their power to prevent men going west to work on C.B.& Q. . A very lively discussion on Mr.McLeod's circular No27 . Chief Arthur was blamed for getting them in a hole, as they claimed they would not have asked the company to meet committees, if they had not been given to understand by Arthur and Kent, that Mr.Corbin was very much interested in the brotherhood . They now propose to read ~~txx~~ Corbin's letter to Arthur and demand of him to come to Phila. , as soon as Corbin returns from Europe to fix the matter up. The sentiment of the meeting was that it would be wise for the members to keep on the right side of the companies' officers, do their duty and make the best of the present condition of affairs.

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New York, May 6th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 1 further reports as follows:

Saturday May 5th, 1888.

'At about 4:00 o'clock this afternoon I went to H. R. & N.H.R.R. yard to see Nat Sawyer or Geo. Van Tassell.

About 6:30 I met Engineer Sam Doty, who had been discharged off the Elevated for a collision on 3rd Avenue at 34th Street on last New Years eve, and has had no employment since. In conversation he became confidential and said he had tried to get on the C. B. & Q. but they would not agree to move his goods and family out there. I said, 'Sam can I trust you?' He replied, 'yes'. I told him I thought he could make a couple of hundred dollars; that there was a plan on foot by the B.L.E. to put a number of engineers on the Q. and when things were quiet they were to all quit in a body and knock the Company out; that I knew it was straight for I had it from one who was in it, and that I was helping the move but had to be sly for fear the Company would find me out. That I believed Levi Gibb (C. of 105) knew about it and to go to him and find out and let me know, but not to give me away. This he promised to do. I do not now know what will come of this.

To-morrow I will throw myself in Sawyer's way, if I can, before the Division meets and I may get there. I will also go to N.Y. Central engine house and see Maurice Clapp, who was President of the meetings at Tammany Hall. I know him well, and he is a very active, radical worker, and knows all that is going on. There are a number of others there whom I know and I may get something from some one of them."

Yours Respectfully

New York, May 9th, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 1 further reports as follows:

Tuesday May 8th, 1888.

"About 9:30 o'clock this morning I went to our 2nd Avenue yard expecting to meet a number of our engineers, it being pay day. There were a body of them and in the party was Engineer Levi Gibb, Chief Engineer of Division 105. He was exhibiting several letters to the boys; one from Cresson, Iowa, which, after the usual routine of the certainty of success, loyalty of the men, ruin of the C. B. & Q. financially etc., went on to show to what straits the Company was reduced by stating that an official of the Q. had offered $5000 to one of the strikers if he would take his engine again, and he would not do it.

There was an explanatory circular from Hoge and Murphy saying the report in the papers that the strike had been called off was a mistake, and had its origin in the calling off of the strike on the C. B. & N.R.R. which was done to allow some of those men to take jobs on the A. T. & S. F. R.R. if they so desired; winding up with the usual exhortation to stand by the boys financially, and on the 15th inst. all would be well, etc. The date of circular was May 4th. I went to a saloon with a party of eight or ten and kept them about an hour. I found the purport of all the letters was about the same, all of them wanted money, and all placed great reliance upon the action of the stockholders on the 15th inst.

I took the 1:15 p.m. train on the D. L. & W.R.R. for Port Morris, but had to get off at Hopatcong, the nearest stopping place for that train, and walked to Port Morris about 1-1-2 miles, where I met Engineer Wm. Weiler, who is an active member of the B.L.F. His order has received nothing of the character of the Hoge letter, in fact not much of anything. The engineers appear to be running the whole business, and monopolize the correspondence entirely.

At 5:19 p.m. or rather at 5:40, the train being 21 minutes late, I took the train for New York.

I am more than ever satisfied there never was any letter sent out by Hoge of the character suspected, and that the rumor originated from the circular spoken of by Fowler and Clapp.

I have not yet heard from our F.A.E. foreman."

Yours Respectfully

New York, May 7th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operatives Nos. 1 and 2 further report as follows:

Saturday May 5th, 1888.

Operative No. 2 reports: "To-day in conversation with Joe Babcock he said, 'I received a letter from Arthur telling me that he thought the men on the C. B. & Q. were partly beaten, but the ranks were not broken, and this is what the company wants to make, a break amongst the men, then they would have their own way. Then he says we must support the men until they are scattered over the country on different roads, as I am satisfied fifty per cent of the men will never get back on the C. B. & Q. under any circumstances.

Babcock then said, 'I am satisfied the men are beaten, but we must look after them until they get jobs.'

I then went to 42nd Street depot of the N.Y.Central R.R. and met Sawyer and Wm. Dowler. Sawyer said, 'I have written to Arthur telling him if he did not rescind the order about the $5 assessment and make it $3 as the constitution calls for that Division 145 would not pay any assessment. No sir' Arthur and the Executive Board have no right to change our bylaws.'

Dowler said, 'Arthur is making a big stake out of this racket but I don't propose he will make it out of my money, and if they want to expell me let them do it and they will find before they get done they will have to expel more than two thirds of the men.'

We then met several of the engineers; they thought that the men had won the fight, but the 17th of May will tell when the directors meet. At 6:30 p.m. I went to my home.'

Sunday May 6th, 1888.

Operative No. 1 reports: 'At about 8:40 a.m. I went to the H. R. & N.H. R.R. round house at the Grand Central Station to meet Nat Sawyer. He had not yet put in an appearance so I circulated around amongst the engineers I found there. They all knew me but I do not know their names. Many of them met me at the meetings at Tammany Hall. I found the whole subject of discussion to be the unlawful and exorbitant assessment levied by the General Ex-Committeee of the B.L.E. and the sentiment expressed to be against it.

At 9:30 a.m. Sawyer came around and we had a talk about similar to the one I have already mentioned. About 10:15 a.m. he said it was time to go to the Division and invited me to go along. I declined to accept the invitation saying that I felt a delicacy about visiting any New York Divisions since No. 105 had treated me so shabbily. He insisted on my going with him, and as he would take no refusal I was compelled to reluctantly (?) accompany him to the meeting. There were about 20 members present. The minutes of last meeting were read and nothing was said about the Hoge letter or any other of a character similar to what that is supposed to be. The usual business was transacted, which was of no importance to you. The question of the assessments was brought up and universal dissatisfaction expressed against them. I find this is the all absorbing subject just now amongst our members, and condemnation the sentiment. A circular letter, printed on half a sheet of note paper, signed by Hoge as Chairman of the General Gr. Committee, and the Chairman of the Firemen's Committee, whose name I did not catch- in fact a joint circular from the two committees, was read and is about as follows:

"Bros:-
We are in daily receipt of the most encouraging letters from our Committees and Divisions along the line of the C. B. & Q.R.R. The Company is not doing any business at all either in freight or passenger traffic. The scabs are ruining all the engines; on one Division of the road alone they burned 13 engines in one day. They are leaving every day and going home. Our men are loyal and true, not one has weakened. On the 15th of May the stockholders will hold their election and Perkins and Stone will be turned out, all the scabs discharged and we will all get our engines. Be prompt in sending on your assessments (the old, old story) so our boys will not suffer."

The foregoing is about the gist of the circular. A letter from an absent member of No. 145 named Burr was read, in which, after pleading for time to pay the assessments, he says, "our road, the K. C. Ft. Scott & Gulf, would have gone out when the A. T. & S. F. did, had not seven passenger engineers on one of the branches refused to obey the order to quit. We cursed them then and now we are glad they did so refuse."

About 2:30 p.m. the meeting adjourned but not before I had been called on to say something in regard to the situation. I responded by speaking a piece which gave satisfaction, as it was in accord with what I had heard there expressed and had the merit of being my honest conviction. After adjournment we remained in the room and I was asked by the secretary to look how he kept his books. I looked over the minute book for two or three months and found no trace of the Hoge letter.

From the Division room we adjourned to the saloon down stairs where we remained until it was too late to go to Jersey City Division which meets at 2:30 p.m. Of course as it was my first visit to No. 145 I paid my footing. I saw no chance to bring up the circular from No.32 as I had seen it once, and to ask for it directly I deemed impolite. I will try to get the one from my Division. To-morrow I will try to see Clapp of the C.R.R. of N.J.

This evening I received a set of photographs of the wreck on the D. L. & W. R.R. during the blizzard with an invitation to come to see him at Port Morris, N.J., from a very prominent member of the B.of L.F. I will avail myself of a very early day to accept. I know he is in confidential correspondence with the officials of that order.

I did not think it policy to speak to any of the Elevated men. All there is to be learned can be had from other sources. Doty, to whom I referred in my letter of yesterday, has not been to see me yet.

Yours Respectfully

New York, May 8th, 1888.

Henry B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 1 further reports as follows:

Monday May 7th, 1888.

"This morning I wrote to our F.A.E., Division No. 75. I think it not unlikely that I will get the circular, and any others that may come to him. At 2:00 p.m. I went to Jersey City. The first party I met was John Rhoads, an engineer on the C. R. R. of N.J. He is a radical man and believes the C. B. & Q. men will win the strike. He thinks the Central engineers will pay all assessments, but the firemen "G- d- them are kicking over the first one already." I sounded him on the plan of the Divisions sending men to the C. B. & Q. to remain there until confidence was restored and then all quit again; he said yes, he had heard of such a plan, but would never consent to it even if men could be got to go; would fight the C. B. & Q. or any other company openly, but no dirty work for him on the B.L.E. whilst he was a member. I know Rhoads well and what he says he means. I learned from him that Clapp would be in at 6:00 o'clock. I then met Engineer Case- of Central- He was very non-committal, and thought the strike had lasted a long time- most too long to be success on our side; would cost us a great deal of money, but supposed we'd have to pay.

At 6:00 o'clock Clapp came in and was glad to see me. He at once asked me if I had anything new from the West. I told him not much; had seen a circular from Hoge and Murphy that spoke very hopefully of success. He said, "yes, we got one of them yesterday. We get lots of letters of that kind from out there. I think there is some one giving them points.' I asked, 'points on what?' He replied, why, he had received a confidential letter from Arthur saying that 17 engineers and firemen had been offered engines by a Supt. of a new branch of the A.T. & S. F. R.R. and he had advised them not to go there, as at the meeting and election of the C.B. & Q. on 15th of May Perkins and Stone would be turned out, and all the old men get their places again on the road.

I said, 'that is a forlorn hope, and I think something might be done to beat the company; how would that plan of Hoge's work for the Divisions to send men out to the Q ?' He said, 'that did not come from Hoge. We received a letter purporting to come from No. 32 suggesting such a plan but it had no Division seal on it and we paid no attention to it. We believe it was written at the instigation of the company to get us into reach of the law; and even if Arthur and the whole ex-committee were to suggest or order anything like that the Central boys can be counted out; no dirty work for them.' I said, 'why did you not write to No. 32 and find out if they sent the letter?' He replied, 'it was not worth while; we would not touch the plan, and would rather not find out that any B.L.E. Division would suggest it.'

I asked him what he thought of the unlimited time for the assessmens to run. He said 'they wont run over three months. The boys hang their hopes on Perkins and Stone being fired out this month; if they are disappointed in that the strike will go to pieces like a bunch of drift wood and will be called off. The firemen are now kicking over the first assessment, what will they do with two or three ?' He was called then to back his train out and left. Unless something unforseen turns up I will go to Port Morris, N.J. to-morrow afternoon and see the parties there.'

Yours Respectfully

WHAT COMPETENT ENGINEERS WANT.

THE FACTS AS THEY EXIST.

TO THE PUBLIC:

CHICAGO, March 17, 1888.—The officers of the Chicago, Burlington & Quincy Railroad company have circulated throughout the country what we shall show to be a very misleading statement of the matters in issue between the engineers and firemen formerly employed on that road and themselves. For the purpose of more effectively misleading the public the circular is addressed to the engineers and firemen. Of course it is intended for the public.

We shall not resort to the trick of addressing the Chicago, Burlington & Quincy road, but address the public, for whom this is intended, directly.

In the road's circular referred to, which is under date of Feb. 22, appears the following:

> The important changes which your committee suggest are as follows:
>
> First. Pay to be governed solely by the miles run, without regard to other conditions or circumstances.
>
> Secondly. A large increase in existing rates of pay.
>
> Thirdly. The abolition of any classification based upon length of service, age, or experience.

In relation to the first statement we reply that we have requested our compensation to be fixed by the mile, because that is the method upon which compensation is based on nine-tenths of the railroads in operation in the United States. It is misleading to say that this compensation is sought to be fixed "without regard to other conditions or circumstances."

True, there are runs on some branches of the "Q" road where the engineer's responsibility appears to be less than that on the main lines, because he has to haul a smaller number of cars. But the road carefully conceals the fact that on all of these branches where the engineer has a smaller number of cars to care for he is compelled, at the end of his trip, to take care of his engine by performing the work known to engineers as that of a "hostler." The imposition of this labor upon him saves the company the expense of employing a man at this work. On the main lines the engineer's work is ended when his train is taken to its point of destination, and the work of the hostler is done in the round-houses by an extra man employed for that purpose. It will therefore be seen by the public that the men who are supposed to have easy runs under the present system are compelled to do extra work in addition to those easy runs, and are so worked as to save the company the wages of a hostler.

While it is correctly stated that we ask our pay to be based upon the number of miles run, it must also be understood that we care very little about the terms used by the road. They can continue to pay by the trip in place of paying by the mile, if they prefer that system; providing, however, that they pay as much as other roads pay for trips of the same length. The fact is that it is as broad as it is long how the wages are computed, whether by mile or by trip. If the desire is to pay the men honestly and fairly, without throwing any dust in their eyes or in the eyes of the public, at the same rates as other roads, it will be seen that it is immaterial whether the compensation is termed by the trip or by the mile. To illustrate: If a man runs 100 miles on a passenger train we say he should be paid $3 50. This rate is paid by the Rock Island road, the Santa Fe road, the Wabash system, and other roads too numerous to mention. The "Q" road, not desiring to pay upon the basis which would enable a fair comparison of wages to be made with those of other companies, abandons the mile scheme and simply says: "We will pay you $3 for the trip," which means, in other words, 3 cents per mile for what other roads pay 3½ cents for. We think this pretense is too transparent to need very much discussion.

Second. It is true that we demand a large average increase in existing rates of pay. But the public must not be misled into the supposition that we are demanding a large increase from the "Q" over what is paid by its rivals. If the "Q" gives to us the large increase which we demand, it will only then place us on a footing with the employes of other roads, and it will only then be called upon to pay precisely what its neighbors and rivals pay and have paid for years. If it is a fact that it will require a large average increase of our wages to be made before we are placed on an equality with the employes of other roads—and we concede that it is a fact—this only proves that for many years the "Q" has had the advantage of shaving from its employes a large portion of the wages which it should have paid them. Although in justice we ought to ask it to make restitution for the past.

we do not do so. We only ask it to deal fairly with us in the future."

In answer to the third point made by the road, viz: "That we ask the abolition of any classification based upon length of service, age or experience; we have to say that that statement is also misleading. Our position is this: If an engineer be competent to take charge of the best train on the "Q" road, then he ought to get the best pay, and it is immaterial whether he is 30 or 90 years old. When the "Q" road places a man in charge of one of its great express trains, and intrusts to him the precious lives of its patrons, by that act it certifies that he is a first-class engineer, and he ought to receive pay on the road's own certificate.

Our position is: That a man who does the work of a first-class engineer ought to receive the pay of a first-class engineer.

The "Q's" position is this: It places a man in a position which requires at his hands the skill and ability of a first-class engineer. The first year he is in that position it pays him much less than a first-class engineer's wages. The second year it slightly advances his wages, but still keeps them less than the first-class engineers. The third year he is paid their highest wages for an engineer. The result is that it is constantly gaining, from the men who are only serving in their first and second year, a large discount of wages. It also gains all the percentages in this transaction, because a number of men who work the first or second year do not stay in the company's employ long enough to be entitled to the first-class wages that are given to the man who has served his third year. These first and second year men who happen to leave to engage in other occupations are replaced by other first and second year men, and so the road manages to keep a large percentage of employes at under rates. We have no objection to its paying those who have been a long time on the road any extra gratuity it wishes. Nor will we ever complain if in its generosity it desires to pension men who have served it faithfully for a great many years. But we do insist that one of two things must be true: Either, first, that the engineers are first-class men and entitled to first-class pay; or, second, that the public is deceived when it is asked to travel on trains run by men who are entitled only to second or third-class compensation.

What is said in relation to the engineer applies also to the case of the firemen, because on all the roads the firemen's wages are based upon those of the engineer, and the fireman receives from 55 to 60 per cent of what the engineer's wages are. Therefore a shaving down of the engineer's wages means a shaving down of the fireman's wages, so that on all sides the peculiar system adopted by the "Q" road manages to punish its workingmen and enlarge its treasury.

But have we just cause of complaint? Are the engineers and firemen of the "Q" road seeking to take any advantage of that corporation? Have they just cause of complaint? Are they paid now as well as employes, performing like services on rival roads?

We invite the attention of the public to the following comparisons: On the "Q" road there is a round trip between Rockford and Aurora which is made 26 times a month by the engineer.

On the Northwestern road there is a round trip between Rockford and Chicago which is also made 26 times per month.

The Northwestern round trip is 22 miles greater than the "Q" round trip. The Northwestern engineer travels 572 miles per month more than the "Q's" engineer.

At the rate of compensation asked by the engineers, viz.: 3½ cents per mile, the Northwestern road should only pay $20.02 per month to the engineer on the Rockford-to-Chicago trip greater than that that paid to the "Q" engineer who runs on the Rockford-to-Aurora trip. But the fact is that the "Q" road pays its engineer only $104 per month, while the Northwestern pays its engineer $175. The "Q" engineer holds just as responsible a position as the engineer on the Northwestern. He has to cross three intersecting roads in the making of his trip, and in addition to his work as an engineer the labor of hostling, or caring for the engine, is imposed upon him, while the engineer for the Northwestern is not obliged to care for his engine. The latter's work begins when he jumps on the engine at one end of the trip and ceases when he delivers it at the other end.

On the Pan Handle road the freight engineer who runs from Indianapolis to Bradford, a distance of 105 miles, receives $4.25 for the trip, his fireman receives $2.45.

On the "Q" road the round trip run from Galesburg to Peoria is 105 miles, for which the engineer receives $3.60 and the fireman $2.10.

From Quincy to Colchester, the round trip is 107 miles. The "Q" road pays its engineer for that trip $3.75, and its fireman $2.15.

For runs of 100 miles on the Union Pacific road the engineer on passenger trains receives $3.85. The "Q" road is a competitor of the Union Pacific, and for a long distance travels over parallel lines through country of precisely the same character. Yet we have only asked $3.50 per 100 miles for a passenger engineer on the "Q" road.

The engineer on the Sterling Branch

run draws $84 10 for 98 miles. He stops in Rock Falls six hours, and takes care of his own engine. The engineer that runs the Batavia and Geneva Accommodation receives $87 10. And the Chicago and Northwestern pays for like runs $96 20, the distance being two miles greater on the Chicago, Burlington and Quincy.

The reason we ask more pay for the branch runs is to compensate the men for the extra work done, on account of the engineers having to do the work of a machinist.

The engineer on the Rockford way freight runs nightly (twenty-six nights constituting one month), for which he receives $56. Fireman, $35 per month.

The engineers on the fast mail, Chicago, Burlington & Quincy, 125 miles per day, receive $97 50 for twenty-six days' time. The engineers on the Chicago & Northwestern, for the same services, receive $120.

The runs on the main line of the Chicago, Burlington & Quincy, 125 miles per day, 35 days per month, amount received, $131. On the trunk lines out of Chicago for the same service the engineers receive $161.

The engineers on the Buda and Vermont branch of the "Q" line, 188 3-10 miles per day, 26 days constituting one month, receive for same $125 50. The Chicago & Northwestern railway pays for like service $181.

We desire further to state that no first-class engineer on the Chicago & Northwestern receives less than $96 20 for 26 days' work, if ready for duty.

The Rock Island road pays its engineers on all of its passenger trains $3 60 and its firemen $2 15 for the 100-mile run.

The Quincy road only pays $3 50 for this same run to the engineers on a few of its heaviest trains—like the Kansas City one,—and on all other trains it pays only $3 37½. It only pays its fireman $2 when with the engineer who is paid $3 50, and $1 90 when with the engineer who receives $3 37½.

The Rock Island road pays $4 15 for a run of 100 miles to its freight engineers, and does not require them to act as hostlers for their engines.

The Quincy road pays its freight engineer on the 101-mile run from Galva to New Boston $3 75. This run is on a branch road, and the engineer is compelled to do hostler's duty for his engine at both ends of his run.

Let us compare two short runs: The first is on the Chicago, Milwaukee & St. Paul road. The round trip between Chicago and Elgin is 74 miles, for which the engineer is paid $3 70. The engineer has full control of his time every second day, and has not to act as hostler for his engine. The second is on the "Q" road. The round trip between Chicago and Aurora is 77 miles. The engineer is paid $3 35. He has to "hostle" his engine, and his entire time belongs to the road. Some days he has to be under the orders for 18 hours per day.

Complaint is made in the road's circular because we asked that "Galesburg division engineers and firemen be not required to run east of Aurora." The idea sought to be conveyed by the company is that this request is unreasonable and calculated to impose greater expense on the road. The fact is that compliance with this request will not impose one cent of extra expense on the road. No objection has been offered to running the engines through from Galesburg to Chicago. The change of crews—engineers and firemen—at Aurora will not increase the company's outlay. There are about 300 of the engineers and firemen who live in Aurora. Many of these men own their homes: some of these homes, however, are not entirely paid for. If they are compelled to run from Galesburg to Chicago and return, they would have to sacrifice their property and remove elther to Galesburg or to Chicago. They ask that the crews be made to run on the one end of the route only, from Chicago to Aurora and return, and on the other end only from Galesburg to Aurora and return. If we were paid on the mile system, the change of crews would not cost the road one cent.

It is also complained that we ask that some arrangements be made in relation to passing Brotherhood men on the "Q" trains. We make no demand in this regard. Our purpose in making this request was to get some uniform rule put in force on this road the same prevails on other roads. We have no right to demand this. We did not demand it. Our desire was, while we were nogotiating, to get this question now unsettled so determined that the conductors would hereafter know precisely what to do, and thus be able to avoid conflicts. The company can decide this as it pleases. It does not stand in the road of a settlement.

S. E. Hoge, Chairman Com. Engineers.
J. H. Murphey, Chairman Firemen.

No 1

New York, May 12th, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 1 further reports as follows:

Friday May 11th, 1888.

"This afternoon I went to the H. & N.H. R.R. yard and met Geo. H. Van Tassell, engine despatcher, and a number of B.L.E. men belonging to that road. There was considerable talk on the C. B. & Q. strike and the assessments. Our laws exempt honorary members from all dues and assessments except Grand dues. The assessment orders all and every member to pay which is in direct conflict with the written law. Van Tassell had a letter from Arthur per Ingraham F.G.E. saying there was no price vested in the Grand office to change the order of the ex-committee in the matter; much dissatisfaction was expressed by the whole party on this head. Sawyer joined the party and whilst there some mai came in and a newspaper from Chicago- part enclosed- for Sawyer was amongst them. In the paper was the enclosed circular, which is of old date, but is being sent around again to fire the "flagging zeal" of the boys. Chicago papers containing accounts of disasters on the C.B. & Q. are sent all over the country.

To-day like yesterday developed nothing new."

New York, May 11th, 1883.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 1 further reports as follows:

Thursday May 10th, 1883.

'To-day there has been a dearth of news. I had no opportunity to get away from the line of our road, and our men act as though a wet blanket had been thrown over them. I did not get a single, hopeful expression even from those who have heretofore been most sanguine.

I wrote to Harry Hays, the F. G. A. engineer this afternoon a letter that I believe will draw something out of him, if he has anything to tell.

I have had no word from my Division yet. To-morrow I will see Sawyer if he is not out on the road. He may, by this time, have heard from Arthur and will tell me what he has to say.'

Yours Respectfully

New York, May 10th, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 1 further reports as follows:

Wednesday May 9th, 1888.

'I have had no reply from my Division yet; there has hardly been time. Engineer Levi Gibb, Chief of No. 105, had a confidential circular yesterday from the joint ex-committee, which he only showed to a few members. I saw by his actions that he had something of a private nature with certain of his members, and by noticing with whom he communicated found there were one or two who could be drawn. I noticed that none of those who read the circular seemed to be cheerful over it, and judged it contained some unpleasant tidings.

To-day I approached one whom I had selected and said, 'Bob (Bob Shannon) things don't look so rosy out West, do they?' He said, 'no, did you see the letter Levi got?' I replied, 'Oh' he offered me a lot to read but life is too short to bother with such long letters all alike and all the same old story.' He said, 'you ought to have read them all; there was one from the ex-committee, that said not half of the Divisions had been heard from on the assessment question, but they gave us (105) credit for being in the lead, both in voluntary contributions and in assessments.' That was the news that caused the long faces.'

Yours Respectfully

New York, May 16th, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 1 further reports as follows:

Tuesday May 15th, 1888.

"The article in this morning's issue of the New York World entitled "the Q. strikers waking up" dated Chicago May 14th saying that a call had been sent out from Cleveland for the chairmen of all the grievance committees in America to assemble there on 17th inst etc., has stirred up a little excitement amongst our men. No one appears to know anything about it, nor have either of the chairmen of the two orders asked for leave of absence, which I think they would have done had such a call been sent here. I met them both to-day and neither spoke of it, and seemed surprised when I told them of the article. If such a call had been made it would not have gotten in the papers. It would have been done secretly. Such a convention could not be gotten together in less than 6 to 8 days. If the C. B. & Q. need any more engineers and firemen I believe a good agent could secure a lot from the P. & R. system. The men there are hot over the loss of the overtime and the advance in conductors pay and many would quit if a job were offered to them elsewhere. The P. & R. would not be crippled by the loss of the men who would go away as they have plenty of firemen to promote."

Yours Respectfully

New York, May 27, 1888.

H.B.Stone, Esq.,
Gen'l. Mgr. C,B,& Q,R.R.
Chicago, Ills.

Sir:-

We are in receipt of the following information from Philadelphia, through our Agency in that city:

"I met two B.L.E. men from the P.& L.E. this afternoon and talked to them about the C.B.& Q. strike. They said the strike was not settled and that by the 1st of June or July we would all see something new. They spoke of the Q.&C.R.R.and said that the strike would have been settled some time ago if it was not for those people."

Yours Respectfully,

New York, May 21st, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 1 further reports as follows:

Saturday May 19th, 1888.

"To-day was another blank so far as any news was concerned. The only matter of any interest was the expressions of opinions on the two notices in the newspapers, one from Mason City, Iowa, that after the 20th inst. all engineers who could not run without a pilot would be discharged. It is taken here as an xxxxxxxxxx evidence (in which I join) that the Q. have all the engineers they need, or they would be willing to go to the expense of pilots for such as need them.

The other notice that the grievance committee intend to again try the boycott on Q. cars is universally condemned. 'It will only throw more men out of work to be paid by assessments and it is doubtful if those already levied will be paid; was once tried and failed to accomplish anything, and will only embitter all railroads against us.' These are some of the arguments used here against such a course. I spent a large part of the day until 10:00 p.m. and sounded very many men and what I give is the general expression of opinion."

Sunday May 20th, 1888.

"This morning I went to the N.Y. & N.H. engine house. That Company has just received three new and very large passenger engines, and I suspected there would be a gathering of engineers to look at them, nor was I mistaken. During the two or three hours I was there quite a number of men, whom I had not met before, came around.

I could not find one who had a hopeful thought for the success of the C.B. & Q. men. The strike has lasted too long for any hope of the Company giving in; such of the "scabs" as were really good engineers had by this time learned the road and could do the work now as well as the old hands.

The Mason City order- quoted yesterday, is a damper on their spirits and they do not approve of any attempt on the part of the grievance committee to again involve other roads."

I look on the threats of the gxxxxx grievance committee as like the last expiring flashes of a tallow candle- blaze up, flicker and expire. I feel sure I can get to learn of any move that may be attempted if word of it is sent to this part of the country. I will keep my eyes and ears open and advise you if anything that I may get that may seem worth the writing."

Yours Respectfully

No 1.

New York, May 18th, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 1 further reports as follows:

Thursday May 17th, 1888.

"This afternoon I went over to see Nat Sawyer and he handed me the letter addressed to him and containing a circular of no importance to the case, and I only mention it to show I have his confidence. He wants me to hunt up the matter mentioned in the circular. There were quite a number of engineers in round house of H.R.R. and the election of the Q. Co., as reported in to-day's papers was the subject of discussions. Those who had predicted such a result were gratified in having their predictions verified. Those who had so confidently looked for a complete overthrow of the Q. management were terribly disappointed. All were surprised at the vote or resolution of thanks sustaining Messrs. Perikins and Stone- that was entirely unlooked for and was crushing to hopes.

On the elevated where we have the wont radical element in the B.L.E. the election was simply a "knock out" and stock in the C. B. & Q. strike fell several points.

The B.L.F. have never called a strike off to my knowledge, and I do not believe they will the C. B. & Q. They will simply call that system "scab" and allow the strike to linger on as has the B. & M. and the P. & R. of 1877. This will prevent B. L.F. men from applying there for work. / I believe Arthur will instruct the Division not to expel members who refuse to pay the assessments, but to allow their cases to lie over until the next convention. This willkeep them in the order and away from the Q. This leaves the G.C. in a dilemma; if members don't pay up there will be no -or not enough- money to pay the liabilities incurred through the strike, and if they are expelled it will furnish lots of men to the C. B. & Q.

It is possible- on the other side- if there are many vacancies on the Q. for engineers and firemen yet to be filled, the strikers, realizing the hopefulness of their case, may demand that this strike be called off so that as many of them can go back there as possible. I believe this view of the case not an improbable one."

Yours Respectfully.

Copy of letter from Sam'l Kimball, C. E. Div. 98 to Nat Sawyer.

Lincoln, Neb., May 11th, 1888.

Chief Engineer Div-

Dear Sir and Bro:-

We received a letter from Bro. James Bryant in regard to a man by the name of Jno. G. Roberts, and the letter has been lost. We want further information in regard to him. I see by the Journal that he come from N.Y. City, but Bro. Bryant's letter was from Penna., and Bro. B. said that when he left there he left his wife homeless and penniless. He is here now, and there is a woman with him, whom he claims is his wife (Do you see the point?). He has already served one term in the Penn. for bigamy. He (Roberts) is big people here now; he is travelling engineer and d- him I want to get him where he belongs. I am going to send 20 copies of this letter to the different Divisions in that country in hopes I can find Bro.

Bryant, or some one that can give me Roberts' history. Roberts says he left a job on the N.Y.L.E. & W. to come here and go scabbing. If you know Bro. Bryant give him this letter and ask him to get a move on himself and give me the particulars, and if he has a wife there see if she will jump him. We are still in the ring here and intend to stay until we win this fight regardless what the newspapers say about it being declared off. I will send a copy of this to the following Divisions, and if you don't know the man send this letter to Divisions in your neighborhood that I have not already sent one to, for I must get this scab where he belongs: Divs. 71, 145, 166, 311, 41, 47, 43, 45, 51, 75, 109, 244, 276, 315, 321, 345, 353 and 380.

Fraternally Yours,

Sam'l Kimball,

C. E. Div. 98.

54, 135, 15.

No 1

New York, May 17th, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 1 further reports as follows:

Wednesday May 12th, 1888.

"At about 3:00 o'clock this afternoon I went in company with Engineer Holloway to the H. & N.H.R.R. round house and was just in time to run into a caucus consisting of Van Tassell, Sawyer, Parrish and several others who were discussing the situation of the strike on the Q. system. Parrish, who is F.A.E. of No. 77, reported that he had written to Arthur to stop the issuing of letters and circulars by all parties except the Grand officers and the ex-committee, referring particularly to that from No. 32, asserting that they were doing mischief to the cause; the one in question having had a damag~~g~~ing on the members of his Division. It discouraged them to hear that such a small proportion of the order were responding financially. Arthur's reply was that he was driven nearly crazy, not only by letters, but by self constituted committees from all parts of the country between Canada and New Mexico. One Committee would submit a plan and insist upon its adoption as the only means of success, another with one directly opposite predicting sure defeat if it was not followed out, and each committee denouncing the plan of the other. It became so bad that he determined to convene the chairmen of the grievance committees on the various lines of the Q. system, and constitute them an advisory board to whom all the plans of action should be submitted , and thus relieve him of a burden that has become unbearable. He has realized the old saying "uneasy lies the head that wears a crown". This is the origin of the paragraph in yesterday's N.Y. papers to which I referred. Parrish says his Division is much opposed to the indefinite time set for the assessments to run. Whilst we were together a member of No.145 came to Van Tassell and paid his first assessment which should have been paid in April. Van Tassell said, "that's the way it goes; at first when the men were hot they paid our voluntary assessment promptly, but now they have cooled down; they hang back."

Nothing new has come to No. 145 since last meeting.

At 6:00 o'clock we adjourned to the Vanderbilt saloon and remained some time, but as the bar had many strangers no business was talked over."

Yours Respectfully

No 1

New York, May 15th, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 1 further reports as follows:

Saturday May 12th, 1888.

"In New York this morning I had a conversation with Engineer Levi Gibb, C. E. of Division 105. Gibb has always been one of the most sanguine of success on the part of the C. B. & Q. strikers, but to-day he admitted that things wore a gloomy look; was afraid the large assessment levied by the ex-committee would create dissatisfaction in the order and cause a falling off of members. I tried to cheer him up by suggesting there might yet be some move on our part to turn the scale, but he did not cheer up a bit.

At noon I received orders to go to Reading, Penna., and took the 4:00 p.m. train via Bound Brook for that city, where I arrived at 8:10 and started out to hunt up the boys; quite a number of whom I found in various saloons and other places. I impressed upon them the importance of being at the meeting next day as there was to be a conference with the Firemen's Brotherhood after our meeting had adjourned, and also that there might be some news of importance from out West. I retired about 1:00 a.m."

Sunday May 13th, 1888.

"To-day in Reading, Penna. At about 8:30 a.m. I started out. I had learned that some Division letters were sent to the Chief Engineer of No. 75 in Philadelphia, where he is at work, and by him forwarded to his home in Reading, that his family were negligent about sending them to our F.A.E. and he was also neglectful in going for them. I fearing there might be something of importance that the Division ought to have, went to his house and asked for any letters or papers for the Division that might be there. The family knowing me readily gave me the only two that were there. I opened them and found the circulars which I sent you this morning.

When the meeting opened at 1:00 p.m. the F.A.E. said nothing about having been to C. E's house and I judged he had not been, so I said nothing about the circulars, but gave the Division the benefit of their contents by speaking of the sense of them and implying that I had got my information from New York Divisions. I was prepared with an excuse to keep possession of the letters had they been asked for.

After adjournment of the Division a committee was sent out to escort in Firemens Lodge No. 317 of Reading, and about 25 members presented themselves. A joint meeting was opened. The object of this meeting was to harmonize the two orders and promote a better feeling between the members. The C. B. & Q. strike and the assessments were stronggy denounced. The former for being brought on at an inopportune time, being so close after the K. of L. strike on the P. & R. and the latter for being excessive. G. C. Arthur caught it hot. His sending one of the ex-committee, Ed. Kent, to call the B.L.E. men off the P. & R, system it was asserted had entirely destroyed any prestige the order might have had, or obtained, with that company. Before that move was attempted the B.L.E. was recognized by the officials, but after it the order was ognored entirely. This feeling against Arthur

I find is pretty wide spread. The men claim that R. R. companies will have no more confidence in him or the order; that they will say that the order or Arthur will resort to anything to win a strike. The fact that the P. & R. had cut off the over time of freight and coal crews and raised the wages of conductors from $2.18 per trip to $2.40 first year, $2.60 second and $2.80 the third, was commented on and some warm talk indulged in, when Fireman Kerr, who is also a K. of L. got the floor and said, "boys you may count me in in anything but a strike. I want none of it. We have been on the wrong track. We have been too anxious for members instead of quality in our orders. If we can offer R.R.Companies first class talent we can get first class pay, but if we take in everything we can get and demand pay alike for all we'll get left every time." Kerr's little speech changed the whole feeling and he was loudly applauded. A resolution was passed for the two orders to arrange for a Union meeting in Reading as early in Sept. next as practicable. It was also arranged to have a meeting of the orders of engineers, firemen and brakemen on the 10th of June next for friendly interchange of feelings. The two orders have soured on the order of railway conductors since the issuance of their circular denouncing the B.L.E. The raise in conductors' pay is attributed to that circular. Business was got through about 4:00 p.m. and I staid with the crowd until 6:00 p.m. when I took the train on P. & R. for Phila. and at 12:00 o'clock midnight took the B.B. route for New York, where I arrived at 4:55 a.m. Monday."

Monday May 14th, 1888.

"To-day was a blank day so far as any news is concerned. I had no conversation with any one that was in any wise different from what

I have previously given.

This morning I mailed you a short letter containing the two letters. As they are of comparatively recent date I might by showing them to parties here induce a corresponding confidence on their part and get something new. At any rate I would like to return them to our first assisstant with an apology for my forgetfulness in not presenting them to the Division."

Yours Respectfully

Circulars referred to in our operative's report for the 13th inst we copy below.

(Aurora Division 32)
(Seal)

Aurora, Ills. May 2nd, 1888.

To All Bros. and Friends of your Div.:

The papers state the strike is over; Bros. do not be deceived by newspaper reports, for the strike will not be declared off until we declare it off ourselves, and you will be informed of it as soon as the papers or Q. officials. Now, Bros. I kindly inform you all that it is absolutely necessary in order to carry on this strike successfully to be prompt in sending off to us your assessments. Bros. some have been very prompt, and others have not, all have pledged themselves to us but do not respond; some of our Bros. are in need of funds, and fear is entertained if relief does not come more promptly. Remember Bros. your obligations and I believe you will be prompt, be liberal. Bros, we will down the Q. they are not doing any business of any nature; scabs are having collisions every day; directors meet before long and so do the investigating committee. Bros. this letter is more in the shape of an appeal for aid than anything else, and we sincerely hope you will do your duty, as we believe you will and as we have done in the past so will we continue to do.

Every one on our system is solid and confident of success. We will give you the particulars more fully in our next.

Wishing you all well I am,

Yours Fraternally,

J. A. Bauereisen,

Per Thos. A. Kyle.

On the left hand side of the envelope appears the name of Thos. A. Kyle, Aurora, Ills.

(Aurora Division 32)

(Seal)

Aurora, Ills. May 5th, 1888.

Dear Sirs and Brothers:

The strike of the Q. is still on; it may be some time before we win this fight, but win we must. We have some hopes that the meeting of the stockholders may change matters, but if not we will fight for victory for we cannot afford to lose. The fight is just as good to-day as at any time since we went out and the Co., is playing freezeout and losing money at it. They are anxious to break our ranks and get the old men back. The reason I write is to make some explanation as to what all brothers should do and how the men of the Q are situated. You have probably heard that some of the competing lines have tried to hire some of our men, especially the Santa Fe the Supt. and M.M. were formerly Q. men. Hackney the M.M. has the credit of breaking the strike in 1877 and we think he was trying the same deal now; it was an under handed scheme to break our ranks. To show it why did they work it in secret until one of our true Bros. squealed on them, and why pick the prominent men all from one Div. including the

Chief? Oh! Bros. we have devils to deal with; they thought by getting those men away it would discourage the others and they would go to work but we shut them off just in time, and the Q. was more disappointed than the Santa Fe. I assure you we do not care to stay here for the small pay received from the B. of L.E. We had rather be at work but it has been our luck to get into this and we will do out duty and beat the Q. Then let it be said by our Bros. it was good not bad luck and the Q. taught the other roads a lesson they may profit by it and adjust their mens grievances without trouble. Now to the point Bros. we have great promises, morally and financially, but that does not do the business. I suppose many of the Bros. have done nobly, but I am afraid the majority are a little careless and think officers and prompt Bros. should see that all act promptly for every one will admit even non B. of L.E. men that the B. of L.E. has kept the wages up and why should we not be able to win this battle and still keep them up or perhaps better them. You may think this uncalled but when I tell you our months pay is 6 days due and not more than one third of the assessments sent to Grand office you will change your mind. When engineers that used to draw $100 received but $40 last month they look anxiously for a pay day, then again our firemen have to pay assessments just the same as those not in strike which is $9.50 and leaves them but $30.50 which is small for men of families, it seems that their assessment compared to the engineers is not just, we should pay the $9.50 and they the $5, that would look more reasonable. We must look this square in the face; the firemen on the Q. have done nobly and figured great in our battle, so have the switchmen, especially so in Chicago and they should receive $40 for they are true as steel. I hope

Bros. you see the danger in not meeting assessments promptly and being liberal with money in this great fight; you will never regret it. All money spent in this fight is strictly accounted for and will go for the good of all interested. Our chances are good of winning and if we had the money at the start we would have had the Q. under the ground ere this; the Co., is doing but little through business; their passenger trains are only partly filled; freight is light, and scarcely any stock running; they are trying every day to get the strike declared off without coming to our terms but they are left if the B. ofL.E and F. do their duty. I hope that Bros. who have done their duty or others either will not take offense for this is meant in good faith and to show what is necessary for all to do. Pay no attention to press reports as the Chicago papers have declared the strike of, also an interview with Chairman S.E.Hoge, which they never had. I was in Chicago yesterday and got it direct from Bro.Hoge. Will try and write again soon. Please excuse me if I have not written all you expected to hear.

Frat. Yours,

J. H. Baureisen,

C.E. Div. 32.

On the corner (left hand side) of this envelope appears the following:
75

Return to G. Minor, Aurora, Ills.

FOUNDED BY ALLAN PINKERTON. 1850
WM. A. PINKERTON, Gen'l Supt. Western Division. CHICAGO.
ROBT. A. PINKERTON, Gen'l Supt. Eastern Div. NEW YORK.

Pinkerton's National Detective Agency
"WE NEVER SLEEP."

OFFICES
CHICAGO. 191 & 193 FIFTH AVE., WM. A. PINKERTON, SUPT.
DENVER, OPERA HOUSE BLOCK, CHAS. O. EAMES, SUPT. JAS. McPARLAND, SUPT.
PHILADELPHIA, 45 SOUTH THIRD ST., R. J. LINDEN, SUPT.
NEW YORK, 66 EXCHANGE PLACE, GEO. D. BANGS, SUPT.
BOSTON, 42 & 44 COURT ST., JOHN CORNISH, SUPT.

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

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ST. PAUL, UNION BLOCK, W. J. LOADER, SUPT.
KANSAS CITY, 105 & 107 WEST SIXTH ST., C. H. EPPELSHEIMER, SUPT.

Chicago,June 30th.I888.

H.B.Stone Esq.,
Gen'l Mngr.C.B.& Q.R.R.
City.

Dear Sir.,

Following you will please find report of operative "J.P."

Sunday,June 24th.I888.

To day in Streator,

The operative left here on the 6:50 train for Aurora Ill,and upon arriving there he met operative "F.W."who informed him of Asst Supt."J.C.McG."being there. The operative then went to see Asst.Supt."J.C.McG."and conferrred with him in regard to the two men he was looking for. He told Asst.Supt."J.C.McG."of Mr.Paris sending him to Aurora to cover the Brotherhood meeting hall,to see if either men were located there.

After conferring with Asst.Supt."J.C.McG."the operative went to several of the loitering places of the strikers in Aurora. At Young's Billiard hall he saw several of the strikers,but did not see anything of the two men he was in search of,so he went to the vicinity of the meeting hall of the Brotherhood Engineers,arriving there at I 30 p.m. the men arrived in twos and threes up to 3 p.m. but he did not see the man he was looking for.

At 6:I3 p.m. the operative took the train for Streator Ill arriving there at 8:30 p.m. he met Mr.Paris and told him of his meeting Asst.Supt."J.C.McG."in Aurora. Mr.Paris told the operative he would meet this man P Garrison tonight. Mr.Paris instructed the operative what he wanted done.

The operative then went to the vicinity of coal schutes where he remained until I a.m. and as nothing unusual occurred he discontinued for thennight.

Monday,June 25th.I888.

To day the operative again visited the places frequented by the strikers,in search of the two men who were implicated with Frank Marx in throwing stones on the night of June I4th. He also remained around the park and saw a number of the strikers and idle workmen.

During the day and evening the operative visited several places where the strikers were,but up to I0:30 p.m. did not see the two men he was in search of.

Shortly after,while passing Heenan's store the operative saw two Engineers standing in front of the above named place. He heard one of them ask theother,if he was going"there"tonight,and he said;"I dont know just now." The second man said;"I will not be there tonight." They then separated and the operative shadowed the first man who spoke,to Kennedy's saloon where he remained until II:45 p.m. then came out and went to No.II Warsaw St.,evidently his home;remained on the steps as if waiting for some one until I:30 a.m. at which time he came to the gate looked down the street,then entered the house. As soon as he entered the house the lights were lit and a few minutes later they were extinguished. The operative thinking he had retired for the night,discontinued .

When these men spoke of going "there"the operative thought they meant to commit some act of depredation.

Tuesday,June 26th.1888.

To day the operative visited the saloons and various places where the strikers frequent,also the park where he remained for serval hours.

Mr.Paris and the operative had a consultation to day on the disappearance of these two men,and can only account for it in this way that these two men must either have left the city or have gone to work on some ofthe other railroads.

Mr.Paris instructed the operative to drop the matter for the present and to devote his time to watching the yard,and in case any one came there to shadow them,locate them and then find out who they are.

Upon receiving these instructions,the operative went to the yard and examined the vicinity to see whether anyone was loitering around,and as he did not see anyone up to I:30 a.m. and nothing unusual occurred he discontinued for the night.

Wednesday,June 27th.1888.

To day the operative did not search for the two men who had done the stone throwing June I4th. as Mr.Paris thought they had left the city.

At 7 p.m. the operative went to the vicinity of the Round House and the place where switch throwing generally occurred . At 9:30 p.m. he saw a man on the street opposite the Round House acting rather suspicious;standing behind a tree when the operative first saw him,remained there about I0 minutes,then went east to the track to the switch and threw same. He then walked away very fast,and the operative getting as good cover as he could went to switch and turned it back to its proper place then started after the man. He went west to Monroe south to Hickory west to Bloomington St., and south to hotel he then stood in front of the hotel about 10 minutes, looking all around him to see he was not shadowed. He then went south to Main St., east to Park then south to second house south of Bridge St.,

The operative remained in the vicinity about an hour, and as the man did not come out again, the operative discontinued.

The man is described as follows:-he is about 24 or 25 years of age, 5 feet 10 inches in height, weight 180 pounds, stout build, broad shouldered, dark hair; wore dark sack coat, dark vest, dark pants; black derby hat, white shirt turned down collar, black silk string tie, wore in a bow knot; had the appearance of a railroad man.

Yours respectfully,

Pinkerton's Natl Detective Agency.

by. W. A. Pinkerton

Gen'l. Supt. W. Div.

A.C.

FOUNDED BY ALLAN PINKERTON.
1850
WM. A. PINKERTON,
Gen'l Supt. Western Division.
CHICAGO.
ROBT. A. PINKERTON,
Gen'l Supt. Eastern Div.
NEW YORK.

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ST. PAUL, UNION BLOCK,
W. J. LOADER, SUPT.
KANSAS CITY, 106 & 107 WEST SIXTH ST.,
C. H. EPPELSHEIMER, SUPT.

Chicago, June 26th. 1888.

H.B.Stone Esq.,
Gen'l.Mngr.C.B.& Q.R.R.
City.

Dear Sir.,

Following you will please find report of operative "J.P."

Friday, June 22nd. 1888.

To day in Streator,

The operative visited all the saloons and loitering places of the strikers, in search of the three men who were implicated with Frank Marx, in throwing stones on the night of June 14th.

After visiting these places the operative went to the park, and upon arriving there, saw quite a number of men, who had the appearance of railroad men, but the men he was in search for was not among them. The operative remained there until 12 o'clock noon, but did not see the men.

At 1 p.m. the operative again went to the loitering places of the strikers, then to the vicinity of their meeting hall where he remained until 4p.m. during which time he saw quite a number of men enter and leave the hall, but the two men were not there, so the operative went to see a man by the name of Knox whom Mr. Paris said came very near answering the description of the larger man described as No.3 in report of June 14th.

Knox keeps a saloon opposite the "Q." depot. The operative saw Knox, but he is not the man, although he slightly resembles this man. The operative then went to the park and upon arriving there saw Frank Marx, with several other men and Policeman sitting there. these men undoubtly were some of the strikers. Marx remained there until 5:30 p.m. when he went to the Brotherhood hall, where he remained IO minutes, then came out and went through park to his home.

The operative then returned to the city and visited the loitering places of the strikers until IO p.m. when he went to the vicinity of the coal schutes where he remained until I p.m. and as nothing unusual occurred he discontinued for the night.

Saturday, June 23rd. I888.

To day the operative went to the different saloons where the strikers go, in search of two men, who accompanied Marx on the night of June I4th. as he did not see him up to II a.m. he went to the park where he remained until I2:30 p.m.

At I p.m. operative met Mr. Paris at the hotel and reported to him. He then gave the operative a pass and instructed him to go to Aurora and cover the Brotherhood hall on Sunday and see if he could locate the two men, as they might have gone to Aurora. He also instructed the operative to go to the vicinity of the Santa Fe. shops where there was to be a ball game. The operative went there, and upon arriving there, saw quite a number of railroad men in the vicinity but the two men were not there, and did not come in the vicinity up to 5:30 p.m.

At 6 p.m. the operative again visited the saloons and loitering places of the strikers and covered all as well as possible up to I0:30 p.m. and as he did not see the men he went to the vicinity of the coal schutes where he remained until I2:30 a.m. and as nothing unusual occurred he discontinued for the night.

Yours respectfully,

Pinkerton's Natl Detective Agency.

by. W. A. Pinkerton

Genl Supt. W. Div.

A.C.

New York, June 11, 1888.

Sir:

Our informant No. 1 further reports as follows:

Saturday, June 9, 1888.

"About 1.30 p.m. I went to the Astor House to meet F. K. Sargent, Grand Master of the B.L.F., but he had not yet arrived. I met some members of the Order who had also called to see him. About 4.20 p.m. Sargent put in an appearance and we all went to his room, No. 92. What he said was to members of his Order, committee men, etc., and it is likely to be his true sentiments. I will give his story as near as my memory serves me:

"The strike is all well enough if it were not for a set of cranks amongst the men. It is lost and has been from the first, but a lot of fools are holding out the idea that we can yet win, and bigger fools are believing them. In Kansas City a meeting was held by our order and resolutions passed asking me to resign, as I was a coward. I wrote to them I was not resigning, that I had executed all of our laws to the letter; had paid all of our striking brothers the full amount of what they were entitled to, and there would be no more assessments levied in behalf of the C., B. & Q. strikers while I was Grand Master; that we had been at an expense of $170,000 and had lost 5,000 members through the strike, and any further attempt to draw more money from the members wound disintegrate the order and destroy it. If these Radicals wanted to continue on paying the strikers they should send in voluntary contributions and every dollar would be properly distributed. Arthur and I pleaded with our men not to strike from the first, urging upon them the circumstances which we felt sure would cause defeat. Our reasoning was to no purpose; a lot of Radicals were determined to strike and strike they did and with worse results to themselves than they are aware of. I have been around through that western country and have made it my business to interview R.R. managers to get information, and I find a firm and unanimous determination on their part not to employ any one of the strikers until the strike is declared off, and they might as well have said, not then, for so I interpreted what they said. Seven days after the strike began Arthur and I had a conference with the C., B. & Q. officials and they made the proposition that if the strike were declared off, 75 per cent of the men would be taken back at once, and the remainder as soon as it could be done, and as good wages be paid as was by any other railroad running out of Chicago. We were pleased with this offer and urged its acceptance on the committee, and they not only refused but virtually insulted us. Arthur's sending a committee to the P. & R. to try and get his men off that road worked a revolution in our favor with the K. of L., and was the means of bringing out the switchmen by that order. We were dead beaten at that time and had not the switchmen gone out when they did, our men would have broken all to pieces and rushed back to get such jobs as were yet vacant. I was sorry to see the switchmen go out.

I knew it would only stiffen our Radical element, prolong the end, and make it so much the worse when it did come.

'The circulars sent out by your men (B.L.E.) are doing much mischief to your order; they contain much matter that would be encouraging were it not false. When the falsity of the circulars is found out, 'stand from under.' Arthur has modified the assessment order of your General Committee; he has received so many protests against its illegality that he feared a total repudiation of it by the order in general. I confess the order set me to thinking. We had about $8,000 in our treasury when the strike went on; our expenses have been as heavy as yours, or at least yours have no good reason for being any higher than ours, as we pay as much to our men, and for as long a time, as you do, and we bear one full half of all other expenses (paying outside strikers, switchmen, etc.) And we were out only $170,000, all of which has been paid and our assessments closed. Arthur had $20,000 in hand; between $60,000 and $70,000 voluntary contributions; and to call for $5 per month for three months on 25,000 members, making $375,000 or more; or say a total of $465,000; nearly three times our output, which has been a conundrum too hard for me. I don't wonder at the complaining letters that I know Arthur gets asking what all this money is for. And the worst feature is that your committee want the assessments to run until the strike is called off. I was in your grand office a few days ago, and I tell you the money comes in very slow. The two orders are about at the end of their finances and war does not last long without money. I am urging on our men to own up to defeat like men. We are beaten and to further prolong a lost fight will only embitter all other corporations against us. In any event, we have gained our victory; we brought your order to your knees. At the outset Arthur told me that he did not want any help, could win alone; before three days he changed his stops and played another tune. It was 'Help me or I sink.' That's our crumb of comfort, anyhow.'

'It was difficult to keep all that passed this p.m., as at times several were talking at once. What I have given is in as near the original language as I can put it. It certainly expresses the sense of what Sargent said.'

Yours respectfully,

Chicago, Burlington & Quincy Railroad.

A Great Tumble in Stock of the Great Scab Route.

Confidence of the Public Entirely Lost.

Insurance Companies Withdrawing All Risks.

A Few Pretty Hard Nuts for the Officials to Crack.

While the "Q." Company is still devoting its energies to the publication of paid falsehoods and trying to make the public believe it is able to transact its business with the same despatch as competing lines, we *wish* the public to understand that the engines on the Once Great Burlington Route are manned with *scabs*, who are either wholly incompetent, or men who have been discharged from other roads for their drunkenness, deserting their families and defrauding their fellow-men wherever they got an opportunity. We want the traveling public to understand once for all, that what we say about the enginemen in the employ of said Company, we are prepared now and at all times to prove and court investigation at any time. We want to say for the benefit of the sub-officials who are trying to convey to the public that the Brotherhoods are trying to destroy the reputation of *the once* powerful C., B. & Q. To that we say yes, that is just what we propose to do. But not as they would have the public believe, not by any act or violation of law, not by any act on our part by which there would be any loss of life or destruction of property, but by lawful and honorable means, by keeping the public fully informed of the unsafe condition of the *scabby* management of the "Q." road. We want to say further, while we do not wish to praise ourselves now out on this strike, or give them too much credit, yet it is plain to be seen by any fair-minded person, that on the morning of Feb'y 27th, when we were compelled to quit the employ of said Company by tyrannical abuses, that with us and our Brothers along the line went the reputation of the "Burlington Route" which we propose to hold, and they will never recover it until they grant us our just rights, which they will have to do before they will be able to operate the road successfully or with safety to the public. We would like to ask the officials what we have done that has in any way destroyed the property of said Company other than has been stated before, viz:—taking the reputation of said road. Another question we would like to ask the officials, viz:—How is it that the earnings of the Great Burlington Route, since the strike, has fallen off, according to your own report, $4,000,000, while at the same time the operating expenses have largely increased also the terrible shrinkage of "Q." stock. Said stock was worth on the 26th of Feb'y $1.29. To-day it is only worth $1.09, representing a loss of over $30,000,000 in value to said C., B. & Company. This is simply a repetition on the part of the "Q." officials to break down organized labor. The same thing has been tried by other Railroad Companies, particularly by the Lake Shore and Michigan Southern Road, and after a year of very expensive experience, it is to-day one of the strongest Brotherhood roads in the country. Yet at that time the Brotherhoods were in their infancy, while to-day we claim for our organizations that they are the strongest of any in the world. We want to say further for the benefit of the public, while we ask for nothing but our just rights, and our brothers all over the country will sustain us financially, for two years, if necessary to enable us to win this fight, *or sink* the "Once Great Burlington Route" to the position of a third-class road, and reduce the value of the stock to at least 50c. on the dollar. In conclusion we would ask all organized labor and shippers of all description and traveling public to *shun* the unsafe and *scabby* Route and *scabby management* until they grant honest labor its just rights.

COMMITTEE OF THE BROTHERHOODS.

STATE OF NEBRASKA.

Noble Order of the Knights of Labor.

OFFICE OF STATE MASTER WORKMAN.

BEATRICE, NEBRASKA, June 21, 1888

AN APPEAL.

I have given thorough and conscientious examination of the trouble existing between the striking Brotherhood of Engineers, Firemen and Switchmen of the C., B. & Q. Railway company. The justice of their cause against this corporation appeals to my judgment and my sympathies. It should arouse every Knight of Labor in the State, and place him to the front in defense of their cause, and in placing approbrium upon the C., B. & Q. monopoly. The Order should take a distinctive and pronounced stand for these men, who are simply battling for justice, and no more. What is the purpose of the C., B. & Q. people in this struggle with the Brotherhood? It is to stamp organized labor with defeat, and millions of dollars are behind them to accomplish this result. Should they succeed every laborer and producer will sink lower in the scale of manhood, and deeper into the degredations of slavery. It is the purpose of the C., B. & Q. to fasten perpetual menacles upon labor, from which there can be no escape except in death. It means a slavery for all who toil, more appalling and horrible than the slavery of the South, the fetters of which were broken by the war. I urge, therefore, upon every Knight in the State to Boycott this road that is the enemy of labor. Don't ride in its cars. Drive your stock to some competing line, and don't sell your grain where it will be shipped by them. Let the Boycott be absolute and complete so far as your patronage goes. Have nothing to do with those who are in business and employ this road in any capacity. Spend your dollars with those who are the friends of organized labor. Persuade your friends to adopt the same course. There is only one debt that the Knights of Labor owe the C., B. & Q., and that is the infamy of their eternal hate. Its hand has forever been raised against us. Whenever its employes have come to our ranks that was sufficient grounds for their discharge. Its power, its wealth, its secret detective service, and all the means at its command have been aimed at our destruction. Do not stop to consider that there have been differences in the past between the Knights of Labor and the Brotherhoods. It is not the time to argue which organization has been in the wrong. The past is a dead thing; let us give our thoughts to the living present. The question is, are we going to help the C., B. & Q. Railroad destroy labor organizations, or are we going to present a solid front—a phalanx of determined men—who will say to the Brotherhood of Engineers: "We will stand by you till you conquer in this fight, and all the power of our membership and Assemblies will be directed to help you win." This is my theory of true Knighthood, and I want to see it placed in successful practice in the present grave emergency. Let us do more than this. Let us make certain the defeat of the C., B. & Q as a lasting memorial, that will bear a lesson to all corporations so long as time shall be. Fraternally,

N. D. HUBBARD, S. M. W.

New York, June 28th, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 2 further reports as follows:

Tuesday June 26th, 1888.

"At 8:31 p.m. I went to the Grand Union Hotel and met Dowler, Church and Hoge. I was informed that Arthur and Sargent had gone for the West on the 6:00 p.m. train.

In conversation Church, from Nebraska, and engineer on the C.B. & M. road, said, "of course if the men will pay the $5 assessment we are bound to make the C. B. & Q. come to terms."

Dowler said, "but don't you think there will be about 60 per cent who will refuse to pay $5 after the three assessments?" Hoge said "that will be the size of it." Just then Witzel and Russell engineers on the 2nd Avenue line came in, and the conversation turned to Geo. Royal. Hoge said, "Royal is very unpopular in the West and he is looked upon as spy for different Railroad Companies, that is the feeling amongst the men in the West." Church said, "yes, and he (Royal) lied when he said there was only one engine disabled on the C.B. & Q."

At 10:00 p.m. we went on 6th Avenue and passed away the time until 2:00 a.m. and getting no further information I withdrew."

Yours Respectfully

New York, June 29th, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operatives report as follows:

Wednesday June 27th, 1888.

Operative J.M.G. reports: "To-day I visited the places given below for the purpose of finding if any of them had shipped any dynamite or sold to any person in Aurora, Galesburg or Creston, and what the stamp of their cartridges was; the following places do not manufacture dynamite and only sell black powder in kegs:

Lafflin, 29 Murray Street,
The American Forcite Co., 55 Liberty Street,
E. J. Dupont & Co., 87 Beaver Street,
Wm. P. Howell, 205 Front Street,
Hazard Powder Co., 63 Pine Street,
Wm. M. Howe, 163 East 84th Street.

I next went to the Repauno Co., 239 Broadway. Mr. Hamlin was out and they did not have any cartidges about the place, therefore I could not get a sample; all the dynamite in the Repauno Co., is graded by letters and the man who is in charge of the office said they had cartridges stamped with A, B and D, but they were all on their boat at Communipaw. I went to 245 Broadway, then to the U.S. Dynamite Co., 38 Platt Street. At the Standard Explosive Co., office, which is now at 45 Broadway, 6th floor, room 143, I saw one of the managers. He told me that if I would bring to him the piece of paper that the stamp was on he would very soon tell me where the cartridge was bought. His goods are all marked with a round stamp with the trade mark of the Company, and he also said it may be an oblong circle or a round circle, which makes a difference in the manufacture of the goods. None of the parties have entries of any shipment to the above named places. He further said it was most likely the Rapauno Co. as nearly all their powder is graded by letters."

Thursday June 28th, 1888.

Operative A.E.P. reports: "To-day I went to the office of the Repauno Chemical Co., at 239 Broadway, where I saw Mr. Hamlin, the agent. After stating my mission he told me he did not feel at liberty to give me a permit to go over to Communipaw and go on board their boat, as he was only the agent for the company, but he showed me a sample of their wrappers and gave me one with the stamp on, but it was the plain paper, which they use on samples and the original is soaked in paraffine mat, which gives it the appearance of oiled silk.

He also told me that there were no other manufacturers who used the letters in an oblong circle like theirs; they use the letters A, B, C, D, F, and some grades have letters like these: (D D. The best grades have a small cross behind the letter like the following: D x. He further said, we can get samples and information at 71 Wabash Avenue. Mr. Wadden is the agent there. He informed me that he knew the Chicago people sold to Aurora, Galesburg and Creston. I think if it becomes necessary we can get a permit from Hamlin by some one from the office who knows Mr. Hamlin seeing him in person."

Yours Respectfully

New York, June 27th, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 1 further reports as follows:

Tuesday June 26th, 1888.

"About 9:00 o'clock this morning I went to the Grand Union Hotel and met Messrs. Arthur, Sargent, Hoge, Church and McDonald. Sargent told me he had waited until near midnight for a committee of firemen from the 'L' road to arrive at some conclusion as to somethings they considered grievances and was awaiting some report from them this morning. We went up to the New Haven round house and met Engine Dispatcher VanTassell and then back to the hotel.

Hoge took his wife and left for Chicago. Church went to the New Haven R.R. office to get passes to Buffalo.

I had some talk with McDonald and he repeated about the substance of yesterday's conversation. He said he was anxious to get his commission and get to work; that the commission (Deputy U.S. Marshal) was ready for him, and as soon as he could get relieved from his position on the Grievance Committee he would do so. He would make the effort as soon as he got home.

About 11:30 a.m. I left the party and went to dinner. At 4:50 p.m. I again met Arthur, Sargent and Geo. Royal at the Grand Union Hotel. I had quite a long talk with Arthur again on the strike, and he repeated just what he had previously said: 'the men were beaten and had been from the first. It was neither manly nor honest to prolong so hopeless a struggle; had no faith in voluntary contributions after the first excitement had worn off." Arthur said he was glad he did not have to go before Gen'l Mgr. Hain, and hoped the committee would tell the Col. what he had said to them.

Sargent expressed himself in about the same way in reference to "L" affairs. He said, "some of these fine days them ("L") men wont have any agreement."

At 6:00 p.m. Arthur and Sargent took the train for Chicago and St.Louis, being, I think, the last of the party."

Yours Respectfully

New York, June 27th, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 1 further reports as follows:

Tuesday June 26th, 1888.

"With this I send report of the leaving town of Messrs. Sargent and Arthur. I think the meeting at the Grand Opera House on Sunday is about the last one of the kind that will be held in this section in the interests of the C. B. & Q. strikers. There was a large area of country represented there and the manifest lack of vim in the meeting had a chilling effect on those present, and they did not go away fired with enthusiasm to "do or die". The strikers are hopelessly out in the cold, except a few who have friends in power on other rail roads, and for some time to come they will annoy the Company all they can. Money will soon cease to come in to carry on these committees and they will fall to pieces, and act as individuals."

Yours Respectfully

New York, June 26th, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 1 further reports as follows:

Monday June 25th, 1888.

'At 7:45 o'clock this morning I met Mr. Sargent at the Grand Union Hotel; also met G. C. Arthur, Chairman Hoge, J. R. Church of the C. B. & N. and McDonald, the fiery speaker of yesterday. I had a short and friendly talk with the Grand Chief on the situation. He said he had tried to prevent the strike, and now told the men that had gone into it they had measured strength with the company- been beaten, and they ought to, like men, acknowledge it; their persistence was only hurting the order in the estimation of other railroads and the public. I asked what he thought of McDonald. He replied laughingly, 'I was glad to see he made such a moving speech. He cleared the hall nicely'. Then he said, 'but, he is a type of many men in that country; they will resort to anything and any measures; they attempted to do things that no honorable man would do; things that had I not stopped would have been a disgrace to us all.' I said, 'yes, I believe they sent out some very bad suggestions in circulars.' He answered, 'we wont talk about that.' It was no use to say any more in that direction. He said, 'I suppose you know why Bro. Sargent and I are stopping over?' I said, 'yes, Sargent had mentioned that a committee of 'L' men had requested that he and Arthur stop over to see the G.M. in reference to some trouble with the road foreman of engines on West side, Mr. Thompson." Hoge here called Arthur away and I saw no more of either of them. I had invited Mr. Sargent to over our lines with me and as we started out we met Engineer Geo. Ford of West side, and Fireman Condrich of 2nd Avenue, who were a committee to tell Sargent that he was requested to meet a committee of his order to-night at 8:00 o'clock.

About 9:30 Sargent and myself started out and went to 98th Street offices where we spent half an hour, thence out to 129th Street relay for a short time, and then via cable road to High Bridge, walked over that and took the N.Y. & N. to 6th Avenue, and thence to Cortlandt Street for dinner. On the route Sargent talked freely about the strike and yesterday's meeting. He said the men were beaten and had been from the start. That his order had no more money to pay to the strikers; that those men were posing as heroes and martyrs, whereas they were no better than any other members of the order. He also spoke of him and Arthur going to see Col. Hain (we had talked some on that subject when we first met in early morning). He did not know what it was for except that some of the men found fault with Mr. Thompson's abrupt way of talking to them. He said the meeting was a wishy-washy affair; there was no unity of feeling-everybody was "at sea". That there were several good talkers who had come there to reason the case- Shandy Maguire was one- but they were so disgusted with the whole business that they would not say a word.

After dinner we went up to Broadway and ran across Church and McDonald in company with a 2nd Avenue enginner- Peter Witzel- I at once proposed a trip to Coney Island or Rockaway, and we went to Rockaway. McDonald was a round house foreman on the C. B. & Q. before the strike. He says he believes the men will get a settlement with the Company eventually, but don't care whether they do or not; that he has received the appointment of Deputy U.S.Marshal for Western Missouri at a good salary, and will never railroad any more. He intends to go into politics and is only staging in the fight for the popularity it will give him with the laboring element in that country.

Church says he thinks the fight is hopelessly lost but wont say so out there as it would make him enemies. He has secured a job elsewhere and is going to work at it in Oregon, as soon as he gets back. He was sent on here by his Division to see what would be done at the meeting yesterday, and would have to go back and say he did not see anything there to encourage him to look for much except a wind diet if he did not go to work. That others of the Q. men were taking jobs where they could get them.

We reached New York about 7:15 p.m. Church and McDonald went to Staten Island. Sargent, Witzel and myself took the 3rd Avenue "L" road. Sargent got off at 42nd Street for Grand Union Hotel. I alighted at 106th Street and Witzel went further on."

Yours Respectfully

New York, June 25th, 1888.

Sir:-

Our operatives further report as follows:

Saturday June 23rd, 1888.

Operative No. 1 reports: 'About 9:00 o'clock this morning I went to the Astor House, then at 4:00 p.m., 8:00 p.m. and lastly at about 11:00 o'clock in vain efforts to meet Mr. Sargent. He had not put in an appearance. G. C. Arthur did not show up as was expected at Division 105 in the evening. Bro. George Royal, travelling agent for the Nathans Manufacturing Co., was there and gave a statement of affairs on the C.B. & Q. R.R. He considers the strike as lost to the men.'

Operative No. 2 reports: 'To-day at 8:00 p.m. I went to Decker's building, where Division 105 held a secret meeting. Chief Engineer Levi Gibb said he had received a telegram from Arthur stating that he (Arthur) could not be here until 7:00 a.m. Sunday. Gibb then introduced Geo. Royal, travelling agent for Nathans Mfg. Co. In the course of his speech he said, "the C.B.& Q. strike is a failure, and as to so many burnt engines it is not so, as I have only seen one burnt engine, at Plattsmouth shop, and as to making time on the C.B. & Q. with the men that they have now I say they do and good time at that and I tell you it would be better if the strike was declared off. Now for instance if all the engineers on the C.B.& Q. could get jobs would it not have been better to have gone to work instead of draining our treasury? The men through this country will not stand this much longer. Now just look how the C.B. & Q. engineers used the Supt. of the Chicago, Kansas & Santa Fee R.R. when it was to open May the

1st; the C.B. & Q. had promised to be on hand and with only 18 hours before the opening they decided that they were not going to take positions on the C. K. and S. Road. Was this right? I say no."

Just then the three hundred engineers who were in the room began to hiss Royal and denounced him as a fraud. Gibb saw what was coming and took a recess for half an hour.

Royal after speaking to a few of his friends departed for his hotel.

In conversation with Gibb he said that Arthur had sent Royal to our meeting. Nicholson, first assistant engineer, said, "we got on to Royal right away, and we all know what he is; he is a Brotherhood man by name only, and Arthur, Sargent and Royal are all in league, working up a boom for themselves for the Grand office, but to-morrow we will get the truth from Hoge himself."

Jackson Bell said, "it took the heart out of 50 engineers to-night the way Royal talked. Although I am getting tired of paying $5 every month and do not know where it is going to, I believe Royal is right when he said let the men declare the strike off."

There were over one hundred men who expressed themselves in the same view, as they say the $5 assessment is getting to be a burden.

Levi Gibb said, "Royal told me that the Western men were going to call an extra convention for the purpose of dividing the Brotherhood from the Missouri River, West and East, making two Brotherhoods instead of one and bounce Chief Arthur altogether, as the Western men say Arthur is a fraud."

To-morrow the meeting will be held at the Grand Opera House. The men seem to have more faith in Hoge than Arthur."

Yours Respectfully

New York, June 25th, 1888.

Sir:-

Our operatives report as follows:

Sunday June 24th, 1888.

Operative No. 1 reports: "At 8:45 this a.m. I again went to the Astor House, but my friend had not shown up. I went from there to the ~~Astor Hou~~Grand Opera House, corner 23rd Street and 8th Avenue, and found the members of both orders had began to come in.

About 10:00 o'clock Mr. Sargent arrived, having just got in from Terre Haute. In a short time G. Chief Arthur arrived from Cleveland.

At 10:30 the meeting was called to order by Levi Gibb, Chief of No. 105. There were present representatives from 70 Divisions of the B.L.E. and 53 lodges of the B.L.F. The meeting would have filled the lower floor of the building- and no more- had they been all together, but they were scattered in first tier, stage and parquette. G. C. Arthur spoke first. He gave a statement of the interviews between himself and committees and the C. B. & Q. officials and the results. That after failing to effect any settlement with Mr. Stone that he had telegraphed to Boston to President Perkins, and his reply not being satisfactory he told the men to think the matter over and if they determined to strike he would be obliged to sanction it. That he reasoned with them against striking; pointed out that many of them had their own homes there; that he saw the company meant to fight to the bitter end; that if they (the men) could not win in 48 hours they never would, and that meant the sacrifice of their jobs, homes and all old associations; urged them to think on all this and keep it in mind so that if defeat came they should not say to him 'why did you not advise us?' He said the committee had received from all sources $274, 000, 00, and it had all been spent in the strike, paying engineers etc. Arthur complained of bad treatment at the hands of the Western men; that he was being denounced for being too conservative. That there was an "advisory board" of engineers in Chicago who were without any authority from any part of the order, being merely appointed- who were making a great deal of mischief, holding meetings and mapping out a line of conduct, and as soon as they separated each limb of this body acted without any regard to what had been agreed upon when together. Arthur's speech was highly conservative- in favor of Mr. Arthur. He was as mild as could be in anything he said about the Western men as though he feared to further offend them. It was in every essential an electioneering speech. Even when he said he considered the men defeated he wrapped it up in a coat of sugar saying they were a noble body of men and ought to be supported financially by the order, but it would have to be done now by voluntary contributions, as the limit of legal assessments had been reached.

Mr. Sargent followed Arthur and was much more outspoken; he went over much of the ground that Arthur did but was much more forcible in his remarks about prolonging the strike; pointed out that the treasury of the B.L.F. was depleted and thought the B.L.E. was nearly so, and the danger to be apprehended from R.R. Companies taking advantage of our financial ruin to commence aggresive movements against the two orders and sink them. He said he had enough money on hand to pay one more month, and after that what was given to the Q. men would have to be from voluntary contributions; he would order no more assessments as his order could not afford to pay them. Sargent stated that the

Mobile & Ohio R.R. had recently ordered a reduction of 15 per cent in the pay of their road men, and he looked on that as the beginning of the aggression of the combined railroad companies.

Chairman Hoge followed Sargent. He stated the committee were paying 1200 engineers and 400 switchmen $40 per month, which with incidentals ran the monthly pay rolls to $84000 per month. That at first money came at the rate of $23000 per week, then dropped to $15000 and last week was only $7000. That at one time when Arthur recommended calling off the strike as it was defeated, he opposed it because the cash was coming in so fast, but now, he thought it would have been better to have followed the advice of the G.C.E. He finds that the " 1-2 checks" and "cash raised on mortgages" of houses that were so foully tenanted at first were not showing up.

At the close of Hoge's remarks a resolution was passed endorsing the conservative course of the two G. officers in the Q. strike. This brought Engineer Tuttle- who was one of the Brooklyn "L" road strikers- to his feet in a denunciation of Arthur for writing a letter to the officers of that Company against the men. Arthur denied this and a very pretty row seemed eminent, but it finally quieted down.

An engineer named Church then took the floor and made a few rambling remarks on the situation which contained nothing of interest to any one. Ross Hollman of 3rd Avenue Elevated presented a small- not just so very small- book of whereas' wherefores and resolved and asked to have it read. This was attempted, but after the secretary had got tired he suggested that the remainder be dispensed with, and a resolution laid it on the table. The gist of it was, calling corporations ugly names, landing our "noble brothers" on the C.B. & Q. for their gallant fight for their rights etc., and an eulogy on the Chicago World for its truthful reports of matters on the C.B. & Q. This was followed by a speech from Fireman McDonald, Chairman of Grievance Committee at St. Joseph, Mo. Let me say right here that the sooner this fellow is inside the walls of a penitentiary the better it will be for society in general and the new men on the C.B. & Q. in particular. He announced himself as a radical; recommended the shot gun and club as the only means to use in dealing with men who took the places made vacant by strikers; spoke with glee of three of the strikers attacking a scab and breaking his jaw- of hiring a bravo at $1 per head to hit the new men on the C.B. & Q. He pointed with pride to the circular that was hung up on the stage- copy enclosed- that his committee had gotten up and put in circulation. Wanted to notify all railroads at once that they must abolish classification in pay, and if they did not to tie up every railroad in the country. Then he ~~pointed~~ pitched into Arthur for being conservative. Many had left before McDonald commenced but they went out in droves after listening to him a while until there were not over 150 in the meeting.

At the close a resolution was adopted asking the Grand officers to issue a notice to their respective Div. and Lodges for them to take a vote in continuing the assessments until Oct. 1st. Sargent refused flat-footed to do any such thing in his order, and the engineers adopted it for themselves. Arthur cautioned the engineers that no action on this resolution would be valid unless passed by a 2-3 vote of all the members belonging to a Division- not of those present at a meeting- and that 2-3 of all Divisions must pass it. This was the only business done at the meeting, and as there are never 2-3 of the whole membership present at any meeting of a Division- their duties preventing- the matter is a dead letter.

Not a word was spoken on the subject of any other R.R. except in the way of casual reference. The whole meeting was at 6's & 7's, neither head nor tail to it. It looked as though it was gotten up more to defend Arthur and Sargent from the Western radicals than to fight the C.B. & Q. About 4:30 the meeting adjourned and I went with a crowd to a neighboring saloon where there was much discussion and the feeling as expressed was that whilst the C.B. & Q. had lost heavily the men were beaten and had been from the start. That if they refused to call the strike off they ought to be supported by voluntary contributions etc., until next October."

Operative No. 2 reports: "To-day at 9:30 a.m. I went to the Grand Opera House, where 2567 engineers and firemen held a secret meeting. Arthur, Sargent and Hoge made speeches. Arthur's speech was on the subject of dening reports made about himself not conducting the C.B. & Q. strike properly, which he denied. Sargent made the same speech as he did Saturday evening. Hoge said in course of his speech that the manager of the C.B. & Q. would or had to come to terms with the engineers if all sub-divisions would agree to pay $5 voluntarily assessment. Gibb made a motion to continue to pay $5 a month as long as the strike lasted. Arthur said, 'make it until the October convention and then we will take some action which will make the C.B.& Q. come to terms. It was voted unanimously to continue to pay $5 assessment. Hoge then said, 'there is no doubt we are defeated, but the C B. & Q. are losing so much money that they can not stand it much longer."

Nothing of importance occurred as all speeches were on the same subject. At 5:00 p.m. the meeting adjourned. I then met Hoge and went to the 5th Avenue Hotel with him and Wm. Dowler. In conversation Hoge said to my questions, "we men are beat, there is no question about it. I gave my advice two weeks after the strike to go back but the men did not see fit to do so and I think it was a big mistake but as you all know as long as those men are getting $60 per month they are satisfied and why shouldn't they be? In regard to Mr. Stone he is not half so black as some paint him to be; he always used me well, and in the position I am placed is a difficult one but it is hard to manage 2700 men. No, I do not believe that the C.B. & Q. will ever give in to the men; if the men had not been so radical we could have come to some agreement with Mr. Stone, and another big mistake was made when it was decided not to let the C.B. & Q. engineers go on the Santa Fé road."

We then went to the Chelsea Flats, where we had dinner.

In conversation with Arthur he said, "we expect trouble on the Ohio and Mobile R.R. as they have cut the mens wages 15 per cent, and I am afraid the men are just as determined as the C. B. & Q. boys, but I hope the trouble will be settled before it comes to the issue, as we have our hands full at the present time."

Just then three reporters came along but Arthur would not speak to them. Hoge wentout with two reporters for half an hour. At 9:00 p.m. getting no more information I went home."

Yours Respectfully

New York, June 23rd, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative E.J.R. further reports as follows:

Friday June 22nd, 1888.

"At 9:00 o'clock this morning I went to the Astor House to meet Mr. Sargent, but he had not yet arrived. I then took up a number of the members of his order but none could tell why he had not come, and they were those who would have known if he were in the city.

I went to the Astor House again at 5:00 and 8:00 p.m. and remained there until 9:00 and he did not put in an appearance. I can only account for his not coming when expected, that he has found more work to do than he anticipated. I think he will surely be here tomorrow. I will look out for him all day, and if I fail to meet him will see him on Sunday morning before the meeting.

If Hoge is at the meeting I intend to draw from him an admission of the circular, and if not from him then from Arthur or Sargent.

I think it can be done in debate, especially if there are any recriminations passed between Arthur and Hoge."

Yours Respectfully

New York, June 22nd, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative E.J.R. further reports as follows:

Thursday June 21st, 1888.

'This evening I took a friend (Enginner Henry Holloway) with me and went to the Astor House to meet Grand Master Sargent, and waited until 8:30 but he did not come. He will no doubt be in town by some of the late trains as I know that passes were sent to him on Monday to Buffalo, and they were sent to reach him that he could be here to-night. As he will have his wife with him I thought it useless to wait for his arrival, as there would be not much chance for any lengthened interview. I left a card for him with an appointment for 9:00 o'clock to-morrow. It is expected that Chairman Hoge of the C.B.& Q. strikers will be here on Sunday to attend the meeting and tell his side of the story of the strike. I look for a hot-very hot- time there. What Mr. Sargent said on Sunday week has bewildered the men around here. Arthur has the confidence of this section and if he corroborates Sargent's statements- and he will I have no doubt-it will embolden the conservatives to take some decisive course to kill the strike. Men are now reasoning this way. If the Company did offer to take back 75 per cent of the men on the terms stated by Sargent they did wrong in not accepting at once, for if the business had fallen off on the C.B. & Q., as was said, to 30 percent, there was not work for even that many, and that or no other company could be asked to hire men they did not need. No. 3 assessment comes in slowly; in fact there is much hanging back on them all. Div. 145 has 175 members; 7th assessment is 45 short; 2nd assessment 80; 3rd assessment about 130. The members of that Division earn more pay per month than those of any other East of the Mississippi River; and they were very radical at the start."

Yours Respectfully

New York, June 30, 1888.

H.B. Stone Esq.,
Gen. Man. C.B. & Q.R.R.
Chicago, Ills.

Dear Sir:-

Our Informant No 1 reports receiving a letter from a friend, and who has the confidence of the Grand Officer of the brotherhood of locomotive firemen, who has lately been West and made a visit recently to the Grand Officer of the Brotherhood of Locomotive Firemen, which reads as follows:-

" I found our Grand Officer at home but very busy, and as I had a chance I got a full report of matters in regard to the "Q" strike and that was one reason why I did not care to come to New York as I supposed I should not hear anything new. It does seem strange that after so long a time they should hope to gain a victory, but out West every one (except our oxxx Grand Officers) seem to think that they will still win, and in fact some said" they must win for the Q is going to utter ruin" and this in spite of the fact that they are doing about all the business offered.

Yours truly,

Pinkerton's Nat'l Det. Acy,

Gen. Supt. Eas. Div.

C.B. & Q.R.R.

E. & F. Strike.
-:-:-:-:-:- :- ++:-

New York, June 30, 1888.

Wm. A. Pinkerton Esq.,
Gen. Supt. Wes. Div.,
Chicago, Ills.

Dear Sir:-

Under date of Jne 29th E.J.R. writes me a letter from which I quote the following:-

> "The next convention of the brotherhood of Locomotive Engineers at Richmond in October will be an important one. There will be a hard fight between the Radicals and Conservative Elements with the chances about evenly balance. If the Radicals get control, it will mean much trouble for railroad companies all over the country. On the other hand, if they do not the old laws in relation to strikes will be restored and such things of the past. I can secure my election to the Convention as a delegate, but my division is a very weak one and could not pay my expenses and I would not go at my own expense. I can take two or three weeks vacation as that amount of time is due me and if I could have my expenses paid would go there. I have been to several of our conventions and know many of the Radicals who go every year and could do much work to bring the Conservatives on top. The brotherhood of Locomotive Engineers under sensible and proper management is a valuable adjunct to railroads and as such ought to be preserved."

Your brother agrees with me that it would be worth while for the C.B.& Q R.R. or some other Railroad Company to have E.J.R. go to this Convention, and would suggest that you see Mr Stone and see if he will authorize us to have E.J.R. secure an election as a delegate to, and attend this convention.

It will be necessary for him to go to work soon to secure this election as delegate.

Please let me hear from you on the Subject at your earliest convenience.

Enclosed herewith I send report for Mr Stone.

Yours truly,

Geo D Bangs

G.D.B. Supt.

(En)

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WM. A. PINKERTON,
Gen'l Supt. Western Division.
CHICAGO.
ROBT. A. PINKERTON,
Gen'l Supt. Eastern Div.
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DENVER, OPERA HOUSE BLOCK,
JAS. McP[illegible]
CHAS. O. EAMES, SUPT.
PHILADELPHIA, 45 SOUTH THIRD ST.,
R. J. LINDEN, SUPT.
NEW YORK, 66 EXCHANGE PLACE,
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ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
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KANSAS CITY, 105 & 107 WEST SIXTH ST.,
C. H. EPPELSHEIMER, SUPT.

Chicago, June 19th.,1888

H. B. Stone,Esq.
Gen'l. Mngr. C.B. & Q.R.R.
City

Dear Sir:--

Following you will please find report of Operative 'J. P.'

Thursday, June 14th.,1888

To-day in Streator

Acting under instructions the operative went to the vicinity of coal schute along the C.B. & Q. R.R. where the stone throwing had occurred. He also examnied the vicinity of the houses where Grant and Doyle live. These are the man whom Mr. Paris suspects of the conspiracy with another unknown man.

The operative found upon examining the vicinity that it would be a very conveninet place to accomplish such an act,as there are plenty of stones in the vicinity and they could get excellent cover from behind these shanties. These men were mule drivers in the coal shaft previous to the shutting down for repairs.

At 7 P. M. theoperative left the hotel and went to the vicinity of the coalschutes where he concealed himself under the long grass in the west sideof the track where he could cover these shanties and also cover the tracks for a long distance.

The operative remained in the vicinity until 8.30 P. M. before he saw anything occur. At that time three men came west from coal

-

street north of coal schute. They turned south on tracks and the operative could hear them talking as they came along. They passed within fifteen feet of theoperative and one of the men said, 'what in H--- is the matter with you, there is no risk and the Police will never suspect.' By that time they had passed and continued south on tracks until they came to these shanties. They passed to the rearof these and remined until 8.30 P. M. train passed. The operative thought he heard some stones fall on the west side of track while the train was passing. After the train had passed, these men came from behind the shanties taking a round about way as they had done on going there

The largest man seemed very angry and was accusing the other men of being cowards. They passed around to side tracks which leads to coal schutes and stopped by some coal cars. The operative crawled to as near a spot as he possibly get without them hearing him and heard the larger man say, 'Do youmen intend to do this or not.' They said they did. He said, 'then why didn't you try and hit them d----- 'scabs' both of you threw over the engine when you could come nearer to hitting a 'scab'. Both these men protested and said they threw at the cab window. The smaller man of the three seemed greatly frightened and said if they did not stop this for a while, the Police would surely nail them all. They then crossed the street and went East on street just north of coal schutes until they came to the middle of the block on the south side of the street. The operative saw that they were about to separate and he feigned drunkenness in order that he might get a look at these men and as he approached them he asked which was the way to the city and also asked them two or thre other questions and in this way got a good look at them. The operative then started in the direction indicated and the operative heard them say, 'he is drunk'

After the operative had made a circuit of the block, these men had all disappeared. He then returned to the place where he had been at first and concealed himself in the grass and remained there until 2 A. M. and as he did not see any one in the vicinity he discontinued.

The following is a fac simile of the message the operative received from Mr. Paris giving the description of Grant & Doyle.

Grant is short thick set man with one wooden leg, light complevion and light mustache. Doyle is about 5 ft. 11 inches, weight 180 lbs smooth round face.

The operative describes the men whom he saw as follows:

The larger man who done most of the talking is about 6 ft. tall weight about 190 lbs. broad shoulders, large bone, medium build, light complexion, light hair, light mustache and side whiskers; wore dark suit of clothes, black derby hat, had the appearance of a Railroad man.

No. 2 5 ft. 7 or 8 inches high, weight 160 lbs.. medium build, dark hair and mustache, rather sharp features; wore dark suit of clothes, andhad the appearance of a Railroad man.

Noo 3 5 ft. 5 inches, weight 145 lbs. dark hair and dark brown full beard; wore dark suit of clothes, rathr shabbily dressed.

Friday, June 15th., 1888

to-day the operative visited the different saloons and loitering places in the city . . endeavoring to find the three men whom he had seen throwing stones on Thursday night at 8.30 P. M. and up to 5.30 P. M, did not see them. He then returned to the hotel ashe wished to see Mr. Paris, tell him what had occurred and to receive further instructions from him, As Mr. Paris did not call at the hotel, the operative went to the C.B. & Q, Round House and arranged with him for a meeting at the hotel at 7 P. M. at which time he came and the

operative reported to him what had occurred. He then said he would write to Mr. Rhodes and get his opinion in the matter.
After leaving Mr. Paris the operative visited several saloons but none of these men could be found. He then went to the vicinity of the coal schutes, concealed himself in the grass and remained there until 2 A. M. and as he did not see anyone in the vicinity he discontinued.

Saturday, June 16th., 1888

To-day the operative visited all places frequented by strikers in search of the three unknown men he had seen throwing stones on Thursday night. He went to the Santa Fe shops and there saw quite a number of strikers and idle Railroad men loitering around, but the men the operative was in search of were not among them. He then went to several saloons in the neighborhood and also the Park which is a loitering place for Railroad men, went to a house on Park St. where Marx, a striking Engineer lived whom Mr. Paris said answered the description of the man whom the operative described in Thursday's report as No. 3. The operative remained in the vicinity and saw several railroad men, but saw nothing of Marx.

Mr. Paris called at the hotel in the evening and gave the operative the address of Marx as No. 8 Larna St. which is three blocks north of C.B. & Q. Round House.

The operative then went to the vicinity of the coal schutes and concealed himself in the grass until 2 A. M. and as nothing unusual occurred he discontinued.

Yours respectfully,

Pinkerton Nat'l, Detektive Agency

by W. A. Pinkerton

Gen'l. Supt. W. Div.

K.B.

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WM. A. PINKERTON,
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NEW YORK.
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Chicago, June 20th., 1888

H. B. Stone, Esq.

Gen'l. Mngr C.B. & Q.R.R.

City

Dear Sir:--

Following you will please find report of Operative "J. P"

Sunday, June 17th., 1888

To-day in Streator,

The operative visited several loitering places of the strikers to-day but did not see anything of the strikers who done the stone throwing Thursday night. He then went to vicinity of Frank Mary house; he is the man Mr. Paris says answers the description of one of the men. The third man described in Thursday's report lives at No. 8 Larna St. a two story cottage, on the north side of the street and is in middle of the block.

The operative remained in the vicinity until 9 P. M., and as he did not see any one enter or leave the house up to that time, went to the vicinity of the coal schutes where the stone throwing occurred to shadow these men. The operative covered the ground between coal schutes and elevator, also Grant and Doyle's home. Grant and Doyle were sitting in front of their houses with their families until 11 P.M. at which time they went into their houses and retired. The operative remained in the vicinity until midnight and as nothing unusual occurred, he discontinued.

Monday, June 18th., 1888

To-day the operative went around among the strikers, but saw nothing of the three men up to Noon. He then went to the vicinity of Frank Marx' house to get spot on this man, as Mr. Paris said he answered the description of one of the men. The operative remained in the vicinity until 12.30 P. M. and as he did not see him went to the hotel to see Mr. Paris who told the operative of an Engineer named Eckert shooting at a man whom he had seen throwing a stone named J. H. Marks. He was a fireman in the employ of the C. B. & Q. R.R., a brother of Frank Marx who also was in the employ of the Company before the strike.

Upon receiving this information the operative went to a saloon on Park St. where the Marx Bros. generally done most of their loitering [illegible] and remained there until 5 P. M. and as he did not see them enter the saloon up to that time, he went to the vicinity of Frank Marx' house and remained until 6.30 P. M., but did not see anyone enter or leave the house. At 7 P. M. the operative returned to the hotel, met Mr. Paris and reported to him. Mr. Paris and the operative went to the vicinity of Frank Marx house and the lights were all turned down as if the family had retired. Then went to the vicinity of the coal shhutes. The operative showed Mr. Paris the route he had taken the night he saw these men, examined the vicinity, but this was hardly necessary as it was raining and had been since 7 P. M. They then went south on track and examined vicinity, but only saw the workingmen around the yard. Then went to Mr. Paris boarding house and from his room could cover the round house and also the track for quite some distance, but up to 11.30 P. M. did not see anything unusual occur and the operative discontinued.

Tuesday, June 19th., 1888

At 8 A. M. the operative went to the vicinity of 3 La Rue St. and at 9.30 R. M. saw F. Marx come out of the house. The operative immediately recognized him as one of the men he saw throwing stones Thursday night; he is described as No. 3 in Thursday's report. He has a peculiar look and if you should see him, you would not be mistaken in him again. Marx went west on La Rue St. to the middle of the block where he left two window screens in a house on the north side of street, then returned to his home and did not come out again up to Noon at which time the operative went to the hotel to meet Mr. Paris who informed him that there was stone throwing at engine 467 at 12.30 P. M. last night and that it was done after the operative left him. Mr. Paris also told the operative that one of his Engineers was to be married to-night and that he thought the strikers would be around to annoy him and instructed the operative to be in the vicinity., as he thought all the strikers would be there and he would probably get to see the other two men who were with Marx Thursday night. He also said there would be a meeting of the strikers at 2 P. M.. The operative then left Mr. Paris and went to the vicinity of the hall and remained there until 5 P. M.. During the time the operative saw several men enter and leave the hall, but they were not the men he was looking for. He then left and went to several of the loitering places of the strikers, but did not see these men, then went to the Park, remained there until 6.45 P. M. when he returned to the hotel

At 8 P. M. the operative went to the depot to cover the 8.30 P.M train, saw all persons who got off, but did not see any railroad men among them.

The operative then went to the vicinity of where the Engineers was to be married and saw a large number of boys in the vicinity, examined the vicinity but did not see any men at all. He then went to the vicinity of the coal schutes, concealed hilself in the grass on the west side of the track. At 9.50 P. M. the operative saw two men walking south on the track until they came to the Park, then stood on the corner andconversed for half an hour, when both went to their homes

Theoperative remained in the vicinity of the coal schutes until midnight, then went to meet Mr. Paris, when both returned to the vicinityof coal schutes, remained about fifteen minutes , then went south on track and examined vicinity, but found no one there. Then went to the vicinity of the round house andremained there until 11.30 A. M. where the operative left Mr. Paris and returned to the vicinity of the coal schutes and remained there until 3 A. M. and as nothing unusual occurred discontinued.

Wednesday, June 20th., 1888

To-day the operative visited the places frequented by strikers and also covered the Brotherhood Hall from 2 to 4 P. M. but it was evident there was no meeting held. The operative went to the Park where he remained until 6.30 P. M. and as the men he was in search of had not yet shown up, he went to the hotel.

At 7.15 P. M. the operative left the hotel and visited the saloon on Main St. , also visited several other saloons and loitering places of the strikers, but did not see these men who done the stone throwing. He then went back to Main St. and covered the places he thought they would most liable to go, in case they came in thatneighborhood, remained here until 10.30 P. M. then went to the vicinity of coal schutes, but did not see any one only employees. He then went to the appointed placeto meet Mr. Paris, and as the latter was not in the vicinity when the operative, he (operative) returned to the vicinity of coal schutes and remained until midnight, and as nothing unusual occurred, discontinued.

Thursday, June 21st., 1888

To-day the operative received instructions to cover the meeting hall of the strikers between 2 P. M. and 4 P. M. after which to visit the saloons on Main St. and to remain around the city until 10.45 P.M.

Upon receiving these instructions the operative went to the hotel to write his report and in about five minutes returned and told the operative that Frank Marx was on the corner of Moore & Park Sts. with several other men and told the operative to and see if the two men he was in search of were among them. When the operative arrived there he saw Frank Marx standing on the corner with A. Deto Chairman of the striking Committee inStreator, but the other men had disappeared, and the operative concluded they must have gone to the meeting hall on the corner. Marx and Deto remained on the corner until 10.45 A. M. when both went to the Brotherhood hall where they remained until Noon, then came out with several other Railroad men. Neither of the men whom the operative was looking for were with them

At 1.15 P. M. the operative left the hotel and visited several s saloons also to the Santa Fe shops, then to the vicinityof the meeting where he remained until 4 P. M., then went to the Park and saw quite a number ofmen who had the appearance of Railroad men, but the two men the operative is in search of were not there. At 6.30 P. M. the operative returndto the hotel. At 7 P. M. he again visited the saloons and covered them until 10.45 when they closed. eHe then went to see Mr. Paris and as he passed through the park he noticed three men who had beens itting on a bench go north on Park St. He met Mr. Paris who accompanied him while he shadowed these men to second street north of coal schutes. They remained on the corner for about five minutes, when all three entered the house on the corner, The operative remained in the vicinity about ten minutes, but they did not come out again, then went to the vicinity of coal schute, got on a freight car where he could cover the track for a long distance, remained there until 1.40 A. M. the engines were not working. As nothing unusual occurred, the operative discontinued.

Yours respectfully,

Pinkerton Nat'l. Detective Agency

by W A Pinkerton

Gen'l. Supt. W. Div.

K.B.

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1850

WM. A. PINKERTON,
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H. A. Pinsbulm

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Chicago, July 4th. 1888.

H.B.Stone Esq.,

Gen'l.Mngr.C.B.& Q.R.R.

City.

Dear Sir.,

Following you will please find report of operative "C.G."

Sunday, June 24th. 1888.

To day in Streator,

The operative arrived at the depot at noon and went directly to the hotel where he had dinner, after which he went as directed to the station where he met Mr.Rand and gave him a letter from Asst.Supt."J.C.McG." After reading it he and the operative had a private talk as to what was to be done. He told the operative that there had been stone throwing at different times of lately at passing engines, and switches have been transferred recently by parties unknown and his object is to find out who the parties are, and catch them. After giving the operative the location where the disorder has been going on and the description as near as possible of some of the parties mistrusted to be doing the work. The operative went on duty as directed by Mr.Rand and has been keeping a close watch, but up to the present there has been nothing occurred of any importance. He kept a close watch during the night, but failed to see anyone out of place attempting anything disorder.

Monday, June 25th. 1888.

To day the operative finds the nature of the business is somewhat different from what Asst.Supt."J.C.McG." informed him

The object of Mr.Rand and his assistant Mr.Paris is to shadow and locate the party or parties who are doing the stone throwing at passing trains and turning switches,and the operative is now acting under the instructions of Mr.Paris who Mr.Rand has given charge and orders to instruct him,as he seems to be better acquainted with the parties. The operative is now keeping a close watch during the night,and every little while would make an examination of the switches,so far have found them in order ad no one trying to interfere.

Tuesday,June 26th.I888.

To day the operative has been operating according to the instructions of Mr.Paris that of which is watching a number of switches and preventing any disorder that would be liable to cause the wreckig of trains or destroying company's property. Up to the present there is nothing of importance to report.

Wednesday,June 27th.I888.

To day nothing of importance occurred,and the operative kept a close watch about the yards and every little while would examine the switches,but found them all in order.

Thursday,June 28th.I888.

To day the operative learned after writing his report of yesterday,that on Tuesday night there were two switches thowed. The operative received word from Mr.Rand to meet him and Mr.Paris at II o'clock that being after all the trains have come in,and out. The operative examined all the switches throughly before leaving the track,and it was reported yesterday morning by the switchman that they found them turened between II & I2 that being during the operative's absence,however,it was noticed in time to avoid any accident,and last night operative "J.M."and the operative kept a close watch during the night,but failed to find anything out of place.

Friday, June 29th. 1888.

Last night there were several suspicious looking characters hanging around the track quite late, but did not attempt anything as there were two engines working near, however, the operative got a good description of them and Mr. Paris informed him that one of them is the worst characters and one of the parties who is supposed to be doing the mischief.

Mr. Paris, as the operative did not learn about it until after writing his report yesterday morning, succeeded in locating a party Wednesday night whom he caught throwing a switch and by the description of the party the operative can recognize him at any time as the same party who the operative has seen near the track a number of times as well as a number of others. of his associates.

Saturday, June 30th. 1888.

To day the operative has nothing of importance to report as everything was quiet during the night and nothing was found out of place.

Mr. Paris told the operative there is no telling when there may be some thing done again, as it is, they are not liable to follow it up every night, but wait until they think no one can be watching them and then do the work.

Yours respectfully,

Pinkerton's Natl. Detective Agency.

by. W. A. Pinkerton

Gen'l. Supt. W. Div.

A.C.

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Gen'l Supt. Western Division.
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ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
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Chicago, July 3rd., 1883

H. B. Stone, Esq.
Gen'l. Mngr. C.B. & .R.R.
City

Dear Sir:--

Following you will please find report of Operative ' J. P.'

Thursday, June 28th., 1883

To-day in Streator

To-day the operative went to the vicinity of house south of Bridge St. on Park St. where he saw the man enter who threw the switch on the night of June 27th. at 9.30 P. M.

The operative searched around the city all day for this man, but did not see him and supposed he entered the house on Park St. for a blind to throw anyone off who might be shadowing him.

Mr. Paris told the operative of a man named Louis Cole living at 113 Warsaw St. and said this man answered the description of the man whom the operative saw, so the operative accompanied by Mr. Paris went to house on Warsaw St. The operative inquired for this man and was told by his sister that he was down town, but he could be seen in the morning.

The operative and Mr. Paris then started down town and while on Vermillion St. between Hick and Main St., saw the man they were in search of and Mr. Paris said that this man was Louis Cole and was formerly fireman on the C.B. & Q.R.R. They then went to yard, but did not see anything unusual up to I A. M. at which time the operative was instructed to question Steele, C. C. Downer and C. Downs. On every instance these men described Cole as the man whom they had seen loitering around. After questioning these men, the operative retired for the night.

Friday, June 29th., 1888

To-day the operativewent to the vicinity of 55 Grant St. where John Marx, a brother of Frank Marx lives, whom Mr. Paris said answered the description of one of the men whom the operative had seen throwing stones on the night of June 14th.

Upon arriving there, the operative saw two men in thr rear part of house and he afterwards learned that John Marx had left the city and gone to some place in Ohio.

The operative then told Mr. Paris what he had learned and also told him of receiving a telegram from Asst. Supt. J.C. McG. instructing him to leave on first train for Aurora. He then took 3 P. M. train for Aurora and while at depot showed MrParis two men whom he had seen loitering around the track on two or three occasions. The operative arrived in Aurora at 5.15 P.M., reported to Asst. Supt. J. C. McG. and was instructed to call again at 9 P. M. and upon reporting again was instructed to report in the morning. The operative then retired for the night.

Saturday, June 30th., 1888

To-day in Aurora

To-day the operative received instructions to shadow a ma named Vanderburg who is supposed to board at Tremont House and is employ d by the "Q" R.R. as an Engineer on engine No. 2 running between Aurora and Savanna. The operative received description of this man, pick him up and see whom he came in contact with.

The operative remained around the City all day in search of this man, but up to 6 P. M. did not see anyone answering his description.

The operative then went to the depot to get spot on him when he came out on his engine and at 7 P. M. engine came out of yardand was coupld on 7.10 P. M. train; this is the train Vanberburg was supposed to take

The operative saw the Engineer on that engine, but he did not answer the description of Vanderburg. The operative remained in the vicinity until 7.45 P. M. and as he did not see engine No. 2 or anyone answering thatdescription of Vanderburg, left the vicinity at 10 P. M. and reported to Asst. Supt. J. C. McG. and was instructed to discontiue shadowing Vaderburg and devote his time to shadowing a man named Smith wholived at 55 LaSalle St..

After sreceiving these instructions, the operative discontinued for the night.

Yours respectfully,

Pinkerton Nat'l. Detective Agency

by W. H. Pinkerton

Gen'l. Supt. W. Div.

K.B.

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WM. A. PINKERTON,
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NEW YORK.
1850

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R. J. LINDEN, SUPT.
NEW YORK, 66 EXCHANGE PLACE,
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BOSTON, 42 & 44 COURT ST.,
JOHN CORNISH, SUPT.

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

CONNECTED BY TELEPHONE.
ST. PAUL, UNION BLOCK,
W. J. LOADER, SUPT.
KANSAS CITY, 106 & 107 WEST SIXTH ST.,
C. H. EPPELSHEIMER, SUPT.
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Chicago, July 14th. 1888.

H. [illegible],
Gen'l. [illegible]
City.

Dear Sir.,

Following [illegible] report of operative "C.G."

Friday, July 6th. 1888.

To [illegible] in Streator,

The operative went on duty at the usual time leaving the hotel at 8:10 arriving at the yards at 8:[illegible] p.m. and after making a through investigation of the yards and switches before the passenger train came in which is due at the station at 8:30 p.m. the operative concealed himself between the piles of road trees near the track, and the part of the yard which he (the Opr.) watches, not being very dark he could get a good view of the yard without being noticed. He did not see any of the strikers around, and he made a circuit of the yards about once every hour, and finding everything secure at 3:15 a.m. he went to the hotel.

Saturday, July 7th. 1888.

To-day the operative went on duty as usual, and on examining the switches to see if everything was secure before the passenger train arrived, he concealed himself so he could get a good view of the surroundings without being discovered.

About 9:[illegible] p.m. he noticed [illegible] parties [illegible] to suspect [illegible] by their actions. He first saw three men coming up the track and by all appearance at first, took them for some road crew for two of the party carried tin lunch pails and at first the operative suspected nothing wrong, until after they left the track going East, the operative supposed to their homes, but he noticed they had stopped before they had gone far and started back, and as the operative saw they were coming towards him, he hid behind a box car that was on the side track. He got quite a good view of them, but did not recognize any of the party as any of the strikers, however he watched them until they disappeared in the darkness going West. In about an hour after this, the operative noticed the same three parties coming down the track from the north, and when near the coal Shute they again left the track and stood about five minutes, then they started south on the opposite side of the track from the operative. After they had got a reasonably distance from him, he thought it would be well to watch their movements farther, so he proceeded to shadow them and when they got near the old Grain elevator, which stands near the track, they took a circuit around it, and just at that time, the operative discovered operative "J. H. F." also watching them, and fearing they had been doing something up the track, they decided for operative "J. H. F." to shadow them and the operative should return and examine the portion of the road, and found all secured.

Sunday, July 8th. 1928.

To day the operative went on duty as usual and on examining all the switches found them all secured.

Last night being Saturday night there were a number of laborers intoxicated passing up the track until after midnight, but the operative kept close watch on all who came along and no one attempt-

[illegible] in any danger. Operative visited a number of saloons yesterday where the strikers have their headquarters, hoping to hear or get some information, but they dont seem to talk publicly in regard to the strike, and the operative thinks their work is being done privately, and so far he has nothing of importance to report.

Monday, July 9th. 1888.

To day the operative went on duty as usual, and remained in the vicinity of the yard until 8:15 a.m. and as everything was quiet he went to the hotel.

Tuesday, July 10th. 1888.

To day the operative went on duty as usual, and found nothing out of the way. He remained in the vicinity of the yard until [illegible] a.m. at which time he went to the hotel.

Yours respectfully,

Pinkerton's Natl. Detective Agency.

by. W. A. Pinkerton

Gen'l. Supt. W. Div.

[illegible]

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WM. A. PINKERTON, Gen'l Supt. Western Division. CHICAGO.
ROBT. A. PINKERTON, Gen'l Supt. Eastern Div. NEW YORK.

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Chicago, July 16th., 1888

H. B. Stone, Esq.
Gen'l. Manager C.B.&Q.R.R.
City

Dear Sir:--

Following you will please find report of my Operatives

Opr. J. H. S. reports Tuesday, July 10th., 1888

To-day in Streator

This afternoon the operative went to the C.B. & Q. depot also to the Santa Fe depot about train time, but nothing unusual occurred, then returned to the hotel

At 8 P. M. he went to the yards to make a thorough investigation before train time and found everything in good order; kept concealed during the night where he could get a good view, but up to 2.30 A. M. everything was quiet.

Wednesday, July 11th., 1888

To-day the operative made the rounds of the depot at train time, and in the evening went to the Opera House where the Brotherhood were to have a meeting. The meeting was postponed as the speaker wired that he could not be present. The general topic was the dynamite plot. The Brotherhood think it is an outrage and the good citizens think the offenders should be punished to the fullest extent of the Law. At 8.25 P. M. the operative went to the yards and found everything in good order before the passenger train arrived The operative remained on duty until 2.30 A. M. Nothing unusual occurred.

Thursday, July 12th.,1888

To-day the operative made the usual rounds of the depot, saw nothing and heard nothing but discussions relating to dynamite and no opinions worthy of mention. At 8 P. M. he went to the 'Q' yards and found after a careful examination that everything was all right. He made occasional rounds during the night and remained on duty until 2.30 A.M.

Friday, July 13th.,1888

This afternoon the operative visited all the different saloons and was also at the depot, but learned nothing important. At 5.30 P. M. he went to the vicinity of Kent and Park Sts. where the man Alexander Ditteaux lives or boards for the purpose of watching his movements during the night. At 7,15 P. M. the man Marks calle and held a short consultation with him and went away. The operative heard Ditteaux say at parting, 'No, not to-night, I have a date with my girl to-night.

At 8.15 P. M. Ditteaux came out and crossing the opposite direction was soon met by a young lady and together they proceeded through the Park to the band stand where a speaker for the Prohibition Party was hilding fort. They remained there until 9.30 P. M. and after Ditteaux left the young lady he went into Kennedy's saloon The operative waited a few minutes, then went inti the saloon and found Ditteaux drinking with four young men. The operative remained in the saloon a short time, then went to the opposite corner where he could see who came out. At 11.30 P. M. Ditteaux came out and went home. The operatuve went to the yards and remained around there until 2 A. M.

Opr. C. G. reports

Wednesday, July 11th., 1888

To-day in Streator

At 8.10 P. M. the operative went to the "Q" yards, made an examination of the switches and found everything all right.

Nothing unusual occurred worthy of report while the operative was on duty

Thursday, July 12th., 1888

The operative was informed by Mr. Paris that there was to be a meeting or a lecture given by the Brotherhood at the Opera House and the operative thought by going there it would be a good opportunity for him to find some of the strikers he did not know. It proved a failure, however and the speaker did not arrive, consequently the operative learned nothing important. He made the usual rounds at the "Q" yards and found everything in good order.

Friday- July 13th., 1888

The operative went on duty last night at the usual time, examined the switches and found everything all safe.

The strikers are very cautious in their talk and movements and it is very difficult to hear anything said by them either on the streets or in saloons.

Nothing of importance to report.

Saturday, July 14th., 1888

At 8.10 P. M. the operative went on duty, going to the C.B.&Q. yards, examining switches, found them in order and nothing unusual occurred while the operative was on duty.

Opr. F. S. reports

Friday, July 13th., 1888

To-day in Aurora

At 7 A. M. the operative went on duty at the passenger and yards in general to watch all trains and Railroad property and to notice all persons getting on and off the trains.

At 7 P. M. the operative stationed Oprs. J. B. and B. F. R. at bridge between Aurora and South Aurora and stationed Opr. P. G. at the passenger depot.

The operative remained on duty until 1 A. M. Nothing unusual occurred to report.

Friday, July 13th., 1888

At 6 A. M. the operative went on duty for the purpose of watching all trains and Railroad property. At 6.30 P. M. stationed the men at their posts. The operative reports everything quiet during the time he was on duty.

Oprs. B.F.R. & J.B. reports

Friday, July 13th., 1888

At 8 P. M. the operatives went on duty to guard the bridge between Aurora and South Aurora, one at the East end and the other at the West end of bridge for the purpose of watching all persons who cross over the bridge and to see that no one interfere with the Company's property.

Three persons crossed the bridge during the night, one at 9.40 P. M. going East who appeared to be a working man, one going East at 1 A. M. and one going West at 1.20 A. M. who was well dressed and was the same person who crossed the bridge at 1 A. M.; he was running both times. The operatives remained on duty until daylight. No disturbance of any kind while the operatives were on duty.

Saturday, July 14th., 1888

At 8 P M. the operatives went on duty at the bridge. Four persons crossed the bridge; one going East at 9 P. M., one going west at 9.35 P. M. who looked like a tramp, one going west at 10 P. M. and one going west at 12.50 P. M. who appeared to be a working man.

The operatives remained on duty until daylight. There was no disturbankc of any kind while the operatives were on duty

Opr. P. G. reports

Friday, July 13th.,1888

At 6 P. M. the operative went on duty at the C.B.& Q. depot for the purpose of watching all persons getting on and off trains during the night and to protect Railroad property. The operative remained on duty until 6 A. M..

Nothing of importance to report.

Saturday, July 14th.,1888

As reported yesterday everything is quiet and no disturbance of any Kind.

Ope. J. M. reports

Friday, July 13th.,1888

To-day in Mendota

At 6.30 P. M. the operative went on duty, watched all trains and places where it was necessary to guard. At 1.30 A. M. the operative saw a man stretched out on top of a freight train asleep. The operative roused him, for if the train started he would roll off and be cut to pieces. He was very ugly and struck the operative. The operative gave him in charge of a city officer who locked him up.

The operative remained on duty until 6.30 A. M. Everything is very quiet here.

Saturday, July 14th.,1888

At 6.50 P. M. the operative went on duty, attended all trains while stopping here and kept a special watch on all points where it was most necessary to guard.

Everything is quiet and no disturbance of any kind.

Op. G. W. M. reports

Friday, July 13th.,1888

To-day in Clinton

The operative went on duty at 7 A. M. when the night watch reported everything quiet. The day passed quietly, nothing worthy of mention occurring. At 7.30 P. M. the operative was relieved by the night force.

Saturday, July 14th.,1888

The operative remained on duty from 7 A. M. until 7 P. M. Everything is quiet and nothing of importance to report.

Yours respectfully,

Pinkerton Nat'l. Detective Agency
by W. H. Pinkerton
Gen'l. Supt. West'n. Div.

K.B.

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WM. A. PINKERTON,
Gen'l Supt. Western Division.
CHICAGO.
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Gen'l Supt. Eastern Div.
NEW YORK.

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Chicago, July 17th. 1888.

H. B. Stone Esq.,

Gen'l. Mgr. C. B. & Q. R. R.

City.

Dear Sir,

Following you will please find report of operative "J. H. S."

Thursday, July 5th. 1888.

[illegible] Streator,

The operative left the hotel and proceeded to the C. B. & Q. yards. He made a round of the yards, and found everything "O. K." and then concealed himself where he could get a good view of the yard that was assigned to him. He has not overheard any conversation as yet, that would lead him to think the strikers are using the track as a thoroughfare. The operative remained on duty during the night, and at [illegible] a.m. returned to the hotel and retired.

Friday, July 6th. 1888.

To day the operative went to C. B. & Q. yards, and after making a thorough investigation before trains were due to arrive and depart. He concealed himself as usual and had quite a task keeping out of the way of three men who carried dinner pails, and when he first saw them he supposed that they were coming from work, but their actions aroused suspicion; they would walk on the track a little way, and when they saw a pedestrian at a distance coming towards them, they would separate and leave the track, and finally meet again

They remained in the vicinity of the tracks until I2 o'clock when they went towards Bloomington St., They stopped at a house on the corner of Kent and Park Sts.,one of them remained at the front gate another at the side,and the other went to the door and walked around the house,but did not enter. He finally came and joined the others and they continued down Kent St.,to Bloomington where they separated going in three different directions ;one of them continued down Kent another north on Bloomington St., and the other went south on Bloomington St., The operative followed the man goig south shadowed him to the Tremont House opposite the Police station. The operative remained in the vicinity about 20 minutes and asthis man did not reappear he returned to the yards. The operative is positive they were not strikers belonging here.

The operative remained around the yards until 5 a.m. then retired for the night.

The operative will try and find out who this man is that boards at the Tremont House.

Saturday,July 7th. I888.

To day at 2:30 p.m. the operative went to the Tremont House with the purpose of learning if possible,who the man is that he traced there on the night of the 6th.

The operative applied for board there, and after being shown the rooms there,he asked a few questions in regards to the boarders whether any of them were in the habit of coming in late at night.and also asked if any of the Santa Fe.were boarding there. He was told there were no railroad men there and he did not like to make any special inquiries,as he did not want them to guess at his object,so he gave the matter up-concluding to watch the house when he had an opportunity , He made a round of the saloons where the strikers generally frequent,saw some of them playing Pool and lounging around,but he got no information that would interest the company. He left the hotel as usual at 8 p.m. He proceeded to the C. B. & Q. tracks. He made a thorough examination of all the switches and so forth, before the passenger train was due to arrive.

The operative remained on duty until 2 a.m. and as nothing of importance occurred he returned to the hotel and retired.

Sunday, July 8th. 1888.

To day at 7 a.m. under instructions received from Mr. Paris the operative went to the vicinity of the house at No. 8 La Rue St., where one J. H. Morris lives who (being under suspicion) it was desired to know where he spent his nights and what keeps him out until 5 o'clock in the morning. The operative remained in the vicinity of the house until 8:15 p.m. and as he did not see him about the house nor did not see him leave, so he went to the C. B. & Q. R. R. yards and examined all the switches etc. before the passenger train was due, and found everything "O. K." he remained on duty during the night and nothing of importance occurred, and at 2 a.m. he returned to the hotel.

Monday, July 9th. 1888.

To day the operative went to the depot at 12:45 and 2:45 p.m. train time, for the purpose of getting some information from the strikers who sometimes congregate there. There were only two or three, and as Mr. Paris was unable to identify them by the description the operative gave him, the latter thought they might be men from some other point. He was unable to hear any of their conversation, although judging from their gestures he should say it was very important. He heard the following phrases:-as well, that is a point against the company and that question was brought up last night, we will fight that part of it out anyway, and if we work this thing right; we can make these "scabs" tired of this thing yet.

They took the train that leaves here at 3 p.m. and were bound for Aurora. One was about 30 years of age,5 feet IO inches in height, round face,smooth shaven;wore a sack coat,blue black pants. The other was about 30 years or more,5 feet 9 or 10 inches in height,weight 175 pounds,blue eyes,sandy complexion,red or sandy hair,wore a blue frock coat,vest,black pants and black derby hat;he was heavily marked with small-pox especially his neck;continually looking about him when in conversation.

Mr. [illegible] told the operative that one of his men,while in bed at the Bunts House on Sunday night,was awakened about midnight,[illegible] a man stumbling,and [illegible] [illegible] the sleeper,said,"there is one of the S-- of B--------ron,[illegible]";but the [illegible] immediat[illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] Bunts House,but immediately [illegible] [illegible] [illegible] [illegible] [illegible] the door. As soon as [illegible] [illegible] [illegible] [illegible] that slept [illegible] [illegible],he [illegible] [illegible] [illegible] [illegible] [illegible],but could [illegible] [illegible].

[illegible] [illegible].

Yours respectfully,

Pinkerton's National Detective Agency.

W. A. Pinkerton

Gen'l. Sup't. [illegible].

J. C.

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Chicago, July 19th. 1888.

H. B. Stone Esq.,
Gen'l. Mngr. C. B. & Q. R. R.
City.

Dear Sir.,

Following you will please find reports of operative "J. H. S."

Saturday, July 14th. 1888.

To day in Streator,

The operative went to the different saloons and depots, but got no important information. They are waiting with great anxiety the result of the proceedings at Chicago.

At 6:30 p.m. the operative took a position in the vicinity of Alex. Ditteaws' house, and at 8:[illegible] p.m. he came out and went to the American Houseopposite the "Q." depot. He was there joined by three railroad men; does not know their names; they stopped at Shepard's saloon a few moments and then proceeded down the street. They entered a bus that was taking passengers to a dance out in the country, so the operative did not follow them further, but proceeded to the "Q." yards and kept a close watch there during the night, and nothing of importance transpired during the night.

Sunday, July 15th. 1888.

To day the operative made a circuit of all the resorts where strikers and brotherhood men congregate. There was very little talk that the operative could hear, all conversations being carried on in [illegible].

The announcement in Sunday's paper of Bowles confession had a very depressing effect. The operative kept a lookout for the man Ditteau, but did not see him anywhere. The operative went to the vicinity of his house in the evening and remained on duty until IO p.m. but could not see him. He then proceeded to the yards and found everything "O. K." and remained on duty until I:45 a.m. and nothing of importance occurred to report.

Yours respectfully,

Pinkerton's Natl Detective Agency.

by. W. A. Pinkerton

Gen'l. Supt. W. Div.

A.C.

FOUNDED BY ALLAN PINKERTON. 1850

WM. A. PINKERTON,
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Chicago, July [illegible]

[illegible] Esq.,
Gen'l.Mngr. C. [illegible]
[illegible].

[illegible],

Following [illegible] reports of operative "C.G."

Sunday, July 15th. 1888.

To day in Streator,

The operative [illegible] as usual, and found every thing all right. He remained on duty until 2:35 a.m. at which time he went to the hotel and retired.

Monday, July 16th. 1888.

The operative went on duty at 8 p.m and found everything "O. K."and no hanging around the track after a reasonable hour. Nothing of importance occurred to report.

Yours respectfully,
Pinkerton's Nat'l Detective Agency.
by. W. A. Pinkerton
Gen'l.Supt.W.Div.

[illegible]

FOUNDED BY ALLAN PINKERTON
1850
WM. A PINKERTON,
Gen l Supt. Western Division,
CHICAGO.
ROBT A PINKERTON,
Gen l Supt. Eastern Div.
NEW YORK.

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KANSAS CITY, 105 & 107 W SIXTH ST, C. H. EPPELSHEIMER, SUPT
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ATTORNEYS FOR THE AGENCY:
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Chicago, July, 23, 1888,

H. B. Stone Esq
Genl. Mgr C. B. & Q. R.R.
City

Dear Sir.

Following you will please find report of Opr. C. G.

Streator Ill Sunday July 22, 1888,

Acting under instructions Opr. was around town yesterday and being Saturday he had a chance to meet and to hear the conversations of quite a number of Rail Road men Q strikers a mong them. Of what he could hear they seem to have hopes that something will turn up yet and they will get their old positions back again in time and Opr. has not heard any threats of violence against the road or new men and every thing seems to be quiet there at the present time Opr was about the yards last night as usual and every thing was quiet except that there was a good many drunken miners passing along the track until quite late but did not attempt any violence. Opr remained in the vicinity until 2.45 when every thing being quiet be discontinued for the night.

Yours Respectfully
Pinkerton's Nat. Det. Agency
By W.A. Pinkerton
Genl. Supt. W. Divn
A.R.

FOUNDED BY ALLAN PINKERTON. 1850
WM. A PINKERTON,
Gen l Supt. Western Division,
CHICAGO.
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ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

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Chicago July 23d 1888.

H.B. Stone Esq:
General Manager C.B.&Q.R.R.
Chicago

Dear Sir.

Following please find report of Opr. C.G. dated at Streator Ills. July 20th 1888.

Today in Streator. Opr reports himself as getting well acquainted with the town and people. and reports that he makes inquiries and gains his information in such a manner that no one seems to mistrust his mission. Opr reports that he knows nearly all the Strikers by sight and some of them by name. but he finds them still Cautious in what they say Opr. heard bits of Conversation among them Yesterday in regard to the Dynamite Business. and Opr heard one of them say that it was a mixed piece of Business and that he believed the Whole dam thing to be a fraud gotten up by the Pinkerton Agency to make the people think they have been doing something and get their names in the papers. Opr was about the Yards on his usual duty last night but every thing proved to be quiet and in order during the night, and he has nothing further to report.

Saturday July 21st 1888.

Opr. went on duty at the usual time. going to the C.B.&Q Yards. and made his usual round and examination of switches both before and after the Trains passed found all in order. Opr noticed several strangers apparently to be R.R. men about the fore part of the night, Opr watched them until they left the vicinity. They did not attempt to do anything out of the way. Opr remained about the yards until 2.30 a.m. when all being Quiet Opr retired. having heard or seen nothing of importance.

Respectfully Submitted.

Pinkerton's Nat Det Agcy.

per Wm A. Pinkerton

Genl Supt. Western Div.

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Chicago July 23d 1888.

H.B. Stone Esq.
General Manager C.B.& Q.RR.
Chicago

Dear Sir

Following find reports of Opr. J.H.S. dated at Streator Ills July 16th 1888. (Monday)

Today in Streator Opr made the usual rounds of the depot at Train Time and the Brotherhood resorts in general for the purpose of gaining Information. Opr saw most of the Strikers at the usual places. but finds them very reticent. and will not talk when anyone is near them. Opr went to the vicinity of Sitteans House at 6^{39} p.m. and remained there until 9 p.m. but he (Sittean) did not show up, Opr then went about Town. but could not find him at any of the places usually frequented by him. then Opr went to the Q. Yards and reports everything in order. and remained on duty. and kept close watch during the night. but saw no one loitering about the track with the exception of 2 Tramps whom Opr saw board a Coal Car and leave town Opr. then at 2^{30} a.m. returned to the Hotel.

Tuesday July 17th 1888.

Today in Streator Opr lounged about Town in the places most frequented by the Brotherhood but could learn nothing except That which he saw in the Chicago Papers, and which appeared to startle the Strikers at the development of the proceedings at Chicago. Opr looked everywhere for Dittean where he would be likely to be found. but could not see him and at 6^30 Opr went to Ditteans House and kept a close watch until 10 p m. but he did not show up. Opr then went to the Q. Yard and remained on duty there during the balance of the night. but nothing of importance occurred and at 7.30 a.m. Opr discontinued for the night.

Respectfully Submitted.
Pinkertons Nat Det. Agcy.
per Wm A Pinkerton.
Genl Supt. Western Div.

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Chicago July 24th 1888

H. B. Stone Esq
Genl Mangr C B & Q. R.R.
Chicago

Dear Sir.

Following please find report of Opr. J.H.S. dated at Streator Ills Thursday July 19th 1888.

Today in Streator. Opr. went about Town during the afternoon to the usual resorts of the Brotherhood Men. - It being pay day on the Santa Fe. There were a number of the Santa Fe men out having a Time They expressed themselves freely and assured each other that the Q. Company was on its last legs and that the Strike would never be declared off until the Schedule was signed. in short, they seemed to have appointed themselves a Committee to brace up the Strikers

Opr thought they might do damage. as they were in a condition which led him to believe they should be watched closely. therefore he kept an extra close watch on them remaining as near them as possible. and went over the Track when Trains pulled out, but none of the parties came down and nothing of any importance occurred. Opr. discontinued at 3:15 a.m.

Respetly Submitted Pinkertons Nat Det Agcy.
per W. A. Pinkerton Genl. Supt. Western Div.
West Div.

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Chicago July 24. 1888.

H. B. Stone Esq.
General Manager C B & Q. R.R.
Chicago

Dear Sir.

Following find report of. Opr C.G. dated at Streator Ills. Monday July. 23d 1888.

Opr went on duty last night at the usual time. going to the Q. yards and making a circuit around the yard. found all safe and every thing in Order. during the day Opr learned that the Speaker who was to have been at Streator some days ago. had arrived and was to speak to the Strikers that Evg. thereupon Opr concluded to go and hear what he had to say. Opr. did not remain long. and reports the Speach as coming from a Man. a would be anarchist to a lot. of Men who are ripe for revenge against the Q. Road for their defeat. if they but had a leader. Opr thinks the men are afraid to do any thing and does not apprehend any trouble from them unless they organize under a leader. After leaving the Lecture Hall. Opr returned to the Yards. and remained there until 2^{45} when all being quiet about the Yard Opr retired for the night.

Respectfully Submitted
Pinkertons Nat. Det. Agcy.
per Wm. A. Pinkerton Genl Supt
West Div.

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Chicago July 24th 1888.

H B Stone Esq.
General Manager C B & Q. RR.
Chicago.

Dear Sir.

Following please find report of Opr. J.H.S. dated at Streator Ills. July 22d 1888.

Opr Reports that at 7⁵⁰ p.m. he left the Hotel and went to the Q. Yards. examined the Switches etc found everything in order, Opr. J H S. met Opr O.G. and they agreed that one would go to the Lecture which was to be delivered by S W Rogers. and that the other would remain on Guard. Opr Garrison went to the Lecture and Opr. J H S. remained on duty. and watched the entire Yard. Opr learned that Rogers is a discharged Breakman from Creston who made himself particularly notorious there during the early part of the Strike. and who the Pinkerton Guards had occasion to remove away from the Company's Grounds quite frequently and in consequence of which he has a particular Spite against the P.P. men. Opr remained on duty during the night and nothing of Importance occurred

Respctly Submitted. Pinkerton's Nat. Det. Agcy
per W. A. Pinkerton.
Genl Supt Western Div.

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Chicago, July 24th 1888.

H. B. Stone Esq
Gen'l. Mgr. C. B. & Q. R. R.
City

Dear Sir:

Following you will please find report of Opr. J. H. S.

Wednesday July 18th 1888

To day in Streator Opr. went about town to the usual resorts of the Brotherhood men with the purpose of learning if possible what they were doing or if they were doing any thing. Opr. learned nothing of importance except that they all express a wish that the thing will be settled in some way soon. Opr. learned that the man Ditteau whom he has been on the look out for, is in Aurora. Opr. went to the Q yards at 8 P.M. and made a thorough inspection of the track and switches before train time and found every thing O.K. and kept a close watch during the night keeping out of sight as much as possible and as nothing of importance occurred he returned to the

Hotel at 2^{30} A.M.

Yours Respectfully
Pinkerton's Nat'l. Det. Agency
By W. A. Pinkerton
Gen'l. Supt. W. Div
A.R.

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Chicago July 24th 1888.

H.B. Stone Esq.
General Manager C.B.&Q.R.R.

Dear Sir.

Following find report of Opr. C.G. dated at Streator Illinois Thursday July 19th 1888.

Opr went on duty last night at the usual time. found every thing quiet and in Order about the Yards. Opr remained in the vicinity of the Yards until 2.45 a.m. and every thing being quiet Opr came in to his Hotel and retired for the night. nothing of Importance to report.

Respectfully Submitted.
Pinkertons National Detective Agcy.
per Wm A. Pinkerton
Genl Supt. Western Div.

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Chicago July 24th 1888

H. B. Stone Esq
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City

Dear Sir

Following you will please find report of Opr. J. H. S. for July 20 & 21/88

Streator. Ill. July 20th 1888.

To-day in Streator Opr. went about town as usual in the afternoon looking for information. The proceedings at Chicago and Aurora were being freely discussed. The Brotherhood men still insist that it is a shame to damage the Brotherhood. One of the striking engineers went to the Illinois Central yesterday to take a run between Freeport and Rockford. Opr. went to the Q yard at 8 P.M. and after making a thorough inspection of the track and switches and nothing of importance occurred to report so he returned to the Hotel at 2 30 A.M.

Saturday July 21st 1888

To day in Streator opr. made his usual rounds of the Depots at train time, and the resorts of the Brotherhood men, saloons etc. Opr.

has for several days missed several of the strikers but has not yet learned where they have gone. The Santa Fe men speak as though they thought the situation looked very favorable for the strikers at present. Opr. went to the Q yard at 9⁰⁰ P.M. and made a through inspection of the track and switches befor train time, and remained on duty during the night. A great many drunken men were passing up and down the track shouting and hooting and making a terrible noise in general, but did no damage. Opr. returned to the Hotel at 3³⁰ A.M.

Yours Respectfully
Pinkerton's Natl. Det. Agency
By W. A. Pinkerton
Genl. Supt. W. Div.

A.R.

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Chicago July 25th 1888

H. B. Stone Esq
Genl. Mgr. C. B. & Q. R.R.
City

Dear Sir:

Following you will please find reports of Oprs. J.H.S. July 23rd and C.G. July 24th 1888.

July 23rd 1888

Opr. J.H.S. reports that to-day in Streator he left the Hotel at 7⁵⁰ P.M. and proceeded to the Q yards where he made a thorough inspection of the track and switches before train time and found all O.K. and remained on watch until 2³⁰ A.M. up to which time nothing unusual happened.

July 24th 1888.

Opr C.G. reports that acting under instructions he left the Hotel at 8 P.M. and went on duty at the Q yards and examined the track and switches and made his usual rounds about the yards. He remained on duty in the yards until all trains had gone and all work finished and as nothing unusual occurred in the yards opr. returned to the Hotel at 2⁴⁵ A.M.

Yours Respectfully
Pinkerton's Natl. Det. Agency
By W. A. Pinkerton
Genl. Supt. W. Div.
a.R.

The Striker's Side.

Last evening at the Opera House, Mr. L. W. Rogers, the young brakeman of Creston, Iowa, presented in an able, forcible manner the story of the C. B. & Q. strike from the striker's standpoint. The house, while not crowded, was comfortably filled down stairs by an enthusiastic assemblage of Streator's citizens, one noticeable feature being the presence of ladies. The address had not been as thoroughly advertised as it should have been, on account of the insufficient length of time given to the committee in this city in regard to a fixed date for the address. This is easily accounted for, however, when we remember that Mr. Rogers was compelled to slip a date into his already well filled program in order to accommodate those who were disappointed some time ago by his disastrous mistake at Aurora whereby he was unable to fill his engagement in this city.

At 8:15 John H. Shay was presented to the audience by chairman of the meeting, Dr. LeRoy.

Mr. Shay spoke about 15 minutes on the question of railroad labor and was warmly applauded for his pertinent remarks.

Mr. Rogers then came forward and for over an hour he held the closest attention of his audience by his ready words and forcible arguments. Of fine physical proportions, possessed of a deep and powerful voice, having a clear and comprehensive view of the entire labor question and with an undying sense of right and justice in all things. Mr. Rogers certainly has a broad and promising field of labor open to him. Last evening he ably demonstrated his abilities as a public speaker.

He had chosen as his subject the recent strike of the C. B. & Q. railway engineers and firemen, to which he confined himself the early part of the evening. He spoke of the cause of the trouble, the difference in wages paid in proportion to other roads, the arrogance of the authorities, the restriction of personal rights and individual liberties, the systematic wage robbery, the appeal to the company for retribution, the denial, the strike and its fated results, the stagnation of trade, the employment of scabs, the distribution of Pinkerton men, the murder of five strikers by the paid emmisaries of the company, the struggle of the strikers and the glorious victory which those faithful yet would gain. Throughout his address he was very illustrative, one feature being his comparison of the strike to the Revolutionary War. He exemplified the British government by the C. B. & Q. railway company, the American patriots to the strikers, the Tories to the "scabs," and the hated Hessians to the murderous Pinkerton guards. This was a master piece of fierce invective giving room for a show of forcible eloquence and cutting sarcasm both of which the speaker has at his ready command.

At intervals during the address the audience fairly roared with delight at some of his biting illustrations and comparisons, the "scabs" and the Pinkerton men being denounced as the dregs of despised and degraded manhood.

Mr. Rogers was frequently int errupted by the bursts of applause which showed the sympathy of sentiment so prevalent among the strikers, who have so firmly stood by their brothers in what was, to them, a fight for liberty and manhood.

Should the speaker ever have occasion to again visit this city he will no doubt be greeted by a crowded house, his merits needing no further recommendation than the privilege of listening to his eloquence.

Their Business Boom

RIVER BRANCH.—Trains arrive
m Streator as follows:
ssenger from Chicago.12:45 p.m and 8:30 p.m
ssenger for Chicago... 6:50 a.m. and 3:00 p.m
commodat'n freight lv 8:30 a.m and 5:10 p.m
commodat'n freight ar 6:50 a.m and 6:45 p.m
w Paw passenger lv... 3:15 p. m ar 11;45 a.m
lose connections at Aurora and Chicago to
points east and west.

GEO. RAND, Agent, Streator.
PERCIVAL LOWELL, G. P. A., Chicago.

I. V. & N. BRANCH.

ccommodation leaves.................7:00 a m
ssenger leaves.......................1:00 p m
" arrives........................5:20 p m
ccommodation arrives................5:35 p m

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Chicago, July 26th. 1888.

H. B. Stone Esq.,
Gen'l. Mngr. C. B. & Q. R. R.
City.

Dear Sir.,

Following you will please find reports of operatives "J. H. S." and "C. G."

Operative "J. H. S." reports:

Tuesday, July 24th. 1888.

To day in Streator,

The operative left the hotel at 7:30 p.m. and proceeded to the "Q." yard he ascertained that all was "O. K." and took a position where he would be concealed as much as possible. He remained on duty until the special train came in from LaSalle which was at 3 a.m.

Nothing unusual occurred during the time the operative was on duty which was until 3:20 a.m. so he discontinued and returned to the hotel.

Operative "C. G." reports:

Wednesday, July 25th. 1888.

To day in Streator,

The operative proceeded on duty again at the usual time, and remained in the vicinity of the yard during the night, and nothing of importance occurred.

Yours respectfully,

Pinkerton's Natl. Detective Agency.

by. W. A. Pinkerton

Gen'l. Supt. W. Div.

A. C.

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Chicago, July 31st.,1888

H. B. Stone,Esq.
Gen'l. Mngr. C.B. & Q.R.R.
City

Dear Sir:--

Following you will please find report of Operatives 'J. H. S.' and C. G.'

Opr. J. H. S. reports

Saturday, July 28th.,1888

To-day in Streator

According to Mr. Paris' instructions the operative went to the vicinity of the 'Q' Round House for the purpose of keeping a close watch on the engines of the Conductor's excursion from Galesburg. The operative remained in that vicinity until 5 P. M. at which time he went to the hotel and at 7.50 P. M. again went to the yard and remained on duty during the night.

The operative reports everything quiet and nothing of importance to report.

Opr. C. G. reports

Sunday, July 29th.,1888

To-day in Streator

The operative reports everything quiet here. The strikers seem to be as determined as ever,for they are making no attempt to get any employment.

Nothing of importance to report.

Yours respectfully,

Pinkerton Nat'l. Detective Agency

by W. A. P

Gen'l. Supt. W. Div.

K.B.

FOUNDED BY ALLAN PINKERTON.
1850

WM. A PINKERTON,
Gen l Supt. Western Division,
CHICAGO.
ROBT A PINKERTON,
Gen l Supt. Eastern Div.
NEW YORK.

Pinkerton's National Detective Agency
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BOSTON, 42 & 44 COURT STREET JOHN CORNISH, SUPT
ST. PAUL, 63 TO 66 UNION BLOCK. W. J LOADER, SUPT
KANSAS CITY, 105 & 107 W SIXTH ST, C. H. EPPELSHEIMER, SUPT
DENVER, 1 & 2 OPERA HOUSE BLOCK. JAS. McPARLAND, SUPT

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

CONNECTED BY TELEPHONE.

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Chicago July 26th 1888

H. B. Stone Esq
Gen'l. Mgr. C. B. & Q. R.R.
City

Dear Sir:-

Following you will please find reports of Opr. C. G. for July 17th & 18th

Tuesday July 17th 1888

Today in Streator at 8 P.M. Opr. left the Hotel and proceeded to the Q yards and examined the track and switches. He remained on duty ~~until 2.30~~ AM. when all work being done by switch engines and no more trains due during the night he returned to the Hotel.

Wednesday July 18th 1888

Today in Streator at 8 P.M. Opr. proceeded as usual to the Q yards and examined the track and switches and made his usual rounds and nothing unusual taking place and every thing being quiet and no one in the vicinity of the yards he decontinued at 3 AM. and returned to the Hotel.

Yours Respectfully
Pinkerton's Nat. Det. Agency
By W. A. Pinkerton
Gen'l. Supt. W. Div aR.

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1850

WM. A PINKERTON,
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D. W. MUNN, CHICAGO.

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Chicago July 27th 1888

H. B. Stone Esq
Genl. Mgr. C. B. & Q. R.R.
City —

Dear Sir:

Following you will please find reports of Oprs. J. H. S. and C. J.

Wednesday July 25th 1888

To-day in Streator at 7.00 P.M. Opr J. H. S. left the Hotel and went to the Q yards, where he found the track and switches all O.K. and he remained on duty until 2,15 A.M. when every thing being quiet he returned to the Hotel.

Thursday July 26th 1888

Today in Streator at 8 P.M. Opr. C. J. left the Hotel and proceeded to the Q yards and made his usual rounds about the yard. and found every thing in good order. He remained on duty until 3 A.M. but nothing unusual took place

Yours Respectfully
Pinkerton's Natl. Det. Agency
By W. A. Pinkerton
Genl. Supt. W. Div
A.R.

FOUNDED BY ALLAN PINKERTON. 1850
WM. A PINKERTON, Gen l Supt. Western Division, CHICAGO.
ROBT A PINKERTON, Gen l Supt. Eastern Div. NEW YORK.

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ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

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Chicago July 28/88

H. B. Stone Esq
Genl. Mgr. C. B. & Q. R. R.
City

Dear Sir:-

Following you will please find report of Opr. C.J.

Friday July 27/88

To-day in Streator at 8.00 P.M. Opr. left the Hotel and started for the Q yard, but a heavy rain storm came up before he reached the yard, so he did not get there until after the passenger train came in from the north, however he found every thing alright with the exception of two switch lights which were probably blown out by the wind as they have been on stormy nights before. Opr. remained in the vicinity of the yard until 2.30 A.M. when every thing being quiet he returned to the Hotel.

Yours Respectfully
Pinkerton's Natl. Det. Agency
By W.A. Pinkerton
Genl. Supt. W. Div
R

FOUNDED BY ALLAN PINKERTON
1850
WM. A. PINKERTON,
Gen'l Supt. Western Division.
CHICAGO.
ROBT. A. PINKERTON,
Gen'l Supt. Eastern Div.
NEW YORK.

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CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

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ST. PAUL, UNION BLOCK, W. J. LOADER, SUPT.
KANSAS CITY, 105 & 107 WEST SIXTH ST. C. H. EPPELSHEIMER, SUPT.

Chicago, July 30th. 1 888.

H. B. Stone Esq.,

Gen'l. Mngr. C. B. & Q. R. R.

City.

Dear Sir.,

Following you will please find report of operative "C. G."

Saturday, July 28th. 1888.

To day in Streator,

The operative proceeded to the C. B. & Q. yards at the usual time and remained about its vicinity during the night. Everything remained quiet; nothing unusual occurred during the night.

Yours respectfully,

Pinkerton's Nat'l. Detective Agency.

by. W. A. Pinkerton

Gen '1. Supt. W. Div.

A. C.

FOUNDED BY ALLAN PINKERTON. 1850
WM. A PINKERTON, Gen l Supt. Western Division, CHICAGO.
ROBT A PINKERTON, Gen l Supt. Eastern Div. NEW YORK.

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CONNECTED BY TELEPHONE.

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Chicago July 30th 1888,

H. B. Stone Esq
Genl. Mgr. C. B. & Q. R. R.
City

Dear Sir:-

Following you will please find reports of Opr. J. H. S. for July 26th & 27th.

Thursday July 26th 1888

Today in Streator, Opr. went about town, & to the resorts of the Brotherhood men, but could find only one of the strikers, and learned nothing of importance. He went to the Q. yards at 7.40 P.M.. A terrific storm passed over just previous to that time. Opr. found that the switch lights had been blown out, but otherwise every thing was alright, and nothing of interest took place up to 2.05 A.M. when Opr. returned to the Hotel.

Friday July 27th 1888

Today in Streator opr. went about town as usual but learned nothing new. He went to the Q yards at 7.50 P.M. and every thing alright and nothing unusual occurred during the night.

Every thing being quiet, he

returned to the Hotel at 2.30 A.M.

Yours Respectfully
Pinkertons Natl. Det. Agency
By W.A. Pinkerton
Genl. Supt. W. Div.
R

file

New York, July 6th, 1888.

H. B. Stone, Esq.,

Gen'l Mgr. C. B. & Q. Railway,

Chicago, Ill.

Sir:-

Our operative No. 2 further reports as follows:

Tuesday July 3rd, 1888.

"To-day I went to 161 125th Street, Mullor's Hall, where I met Levi Gibb, Chief Engineer, Ike Woolsey, Donalson, Terrent, Garrett, Stillwell, LaBreck, and four engineers unknown to me, which composed the meeting, eleven in all. The meeting was called for the purpose of voting $5 assessment on each and every member of Division 105. It was voted so for the C.B. & Q. men. Woolsey made a speech in which he said, "now the question is this: if the officials of the C.B. & Q. find out that we intend to stand by the C.B. & Q. men they will give in tothe men. Now here is a telegram I just received from Arthur. It said H.B. Stone has resigned and we stand a chance to make concession with Perkin." Then he went on saying, "it shows that the Company is getting tired of the strike."

Then the meeting took a recess until 7:00 p.m. At 5:00 p.m. we went to 125th Street, where we met seven 6th Avenue men (engineers) We went into Muller's saloon and remained there until 7:00 p.m. when we went into the hall, where there were 28 members present; it was a surprise to Holdman, Woolsey and Gibb that so few responded to the call at the meeting. The same resolutions were adopted to pay the $5 assessment. Dick Bates refused to pay and he said, "gentlemen, you will find a great kick amongst the men, we are not getting reports in regard to what is done with our money, and it takes $72,000 to pay the C.B. & Q. men and we are sending them $154,000 every month."

Resolutions were drawn up and forwarded to the Chicago World and Arthur and Hoge about the action of the Division 105 standing in with the men. Just then a wrangle sprung up between Bates, Nicholson and Gibb, and John Randall made a motion to adjourn which was carried.

Yours Respectfully

New York, July 16th, 1888.

Sir:-

Our informant further reports as follows:

Sunday July 15th, 1888.

"I left Jersey City for Philadelphia at 6:30 a.m. arriving there at 9:07 a.m. I went to 13th and Market Streets, boarded a car to Columbia Avenue and 13th Street, then to the Columbia Hall, where the Division 321 meet. I found that the engineers would meet at 1:00 p.m. I then went to R. M. Nash's, first assistant engineer of the Division No. 321, 2015 North 9th Street, whom I had met at the Union meeting in New York. I met him at his home, and we took a walk until 1:20 p.m. when we both went to the hall. At 1:45 p.m. Frank P. Wagner, chief engineer, came in with F. K. Gobson and John Simons. After an introduction Wagner opened the meeting. Of course I walked into the ante room for examination as I had no travelling card with me. Shaefer and Green came out to examine me. After giving them satisfaction I was admitted into the meeting. The first important question came up was about the expulsion of Gafner, an ex-engineer on the P. & R.R.R. and now braking and firing on the same road, but has been back only a short time with Jackson Richard, son to Master Mechanic Richard on the P. & R.R.R. from the C. B. & Q. The charges were that Gafner had been scabbing on the C.B. & Q. Wagner then said, "Now the important question which you were called here this day by a notice from our F.A.E. was the letter we received from Brother Hoge asking us if we were going to continue to pay assessments until the convention meets in October." Nash made a motion that every member should be assessed $3 for each month, then the complaining began. Twenty three members out of 25 present refused to grant it and it was left over until next meeting. Shaefer said, "we will lose twenty members now on account of the three assessments, which were ordered by the Grand Chief, for they say they can not pay it, and if we force more assessments we will lose fifty more of our members, and we have all we can do to take care of ourselves just at the present time." All members agreed with Shaefer and the question was dropped. Then Nash passed around two circulars. Wagner said about the dynamite business, "I do not believe in it; you must remember the Pinkerton Detective Agency has bought all the newspapers in the West and it is a put up job on the Brotherhood to get the public against us, but remember if any of our Brothers have done any violation toward the Company I say they ought to be punished, as I do not want to see and hear the public say we had to use violence to beat the C.B. & Q.; if we can not do it honorably then let us take our defeat like men." He then read a letter from Graham signed by Powers, of the switchmen's committee, and Sargent of the Firemen's Brotherhood and Brakemen's Union, inviting one and all of each Division ofengineers to attend to a Grand Union meeting, which will be held at St. Joseph, Mo., next month. It also says it will be the grandest meeting ever held in the world and urged at least one member from each Division to attend and we will show how we can crush the C. B. & Q. Company. Nash then brought up the assessment question again, and the men began to drop out of the hall, leaving only six members, and Wagner called the meeting to adjourn at 6:10 p.m.

Wagner, Nash, Shaefer, Green and I then went to A.H. Saunman's restaurant and had a drink and a cigar. Wagner invited me to his house, but I told him I had to go and see my sister at the South part of the city and as I wanted to go home in the morning I refused.

At 7:14 p.m. I boarded a train at Broad Street station for New York, where I arrived at 10:10 p.m."

Yours Respectfully

New York, July 26, 1888.

Sir:

Our informant further reports as follows in the matter of the strike on the C., B.& Q.R.R.:

Sunday, July 22, 1888.

"I took the midnight train to Philadelphia from New York, leaving Philadelphia for Reading at 8.30 a.m., and reaching Reading about 10 o'clock. On the train I met an old acquaintance of mine, who said there was some dissatisfaction amongst the men on the P. & R., and he thought that some of the engineers and firemen would quit and go west to look for jobs.

"On my arrival in Reading I hunted up some of the members of my Division and at about 2.30 p.m. the meeting opened with about twenty members present. Engineer Wilde, C.E. of No. 90, Pottsville, was present. There were several circulars of no importance received from parties out west. One circular, asking the Division to vote on granting voluntary contributions to the "Q" strikers, was received and FILED. Another, asking a delegate to be sent to St. Joe to consider the "Q" strike, took the same course. The feeling of the members in my Division, also in No. 90, as expressed by C.E.Wilde, are against any further assistance to the "Q" strikers."

Monday, July 23, 1888.

"This morning I took train for Philadelphia and canvassed among the men, but could learn nothing new regarding the "Q" strike. I had quite a talk with two of the engineers, and they spoke of the demoralized condition of the engineers on the P. & R.; and that the action of Arthur in sending a commissioner to the P. & R. in March last to call the B.L.E. men off that system had proved a bad move for the order; that what little prestige the order had gained with the P. & R. was now gone, and the K. of L. were continually taunting them with it.

"I took the 7 p.m. train to N.Y."

Yours respectfully,

New York, Aug. 7th, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 1 further reports as follows:

Saturday Aug. 4th, 1888.

"At 4:00 o'clock this p.m. I left New York via Bound Brook route for Philadelphia and Reading. I had considerable delay on the road owing to a wreck at Pennington, and arrived at Reading at 10:40 p.m.

I went amongst some of the saloons where the railroad men frequent and found a few of our members and spent a couple of hours. I went to the hotel about 1:00 a.m."

Sunday Aug. 5th, 1888.

"At about 8:00 o'clock this morning I started out to hunt up our members at their houses and resorts. I found nearly all who were in town and made my election as delegate a certainty.

At 2:00 p.m. we held our meeting. There were several circulars received and read and FILED. These circulars were of no importance, except as showing that the Western men are determined to kick in their traces and make trouble in the order. I enclose you one as a sample of them all. Arthur will not make any such statements as are contained in these circulars because he knows they are not true. These circulars are insurrectionary being forbidden by our laws. You will observe this one is anonymous.

There was a statement of the doings of the St. Joe meeting also sent; it was similar to the newspaper account, and was of no importance, except as showing that Grand Chief Arthur was not there.

After business was through with we had our annual election for officers and delegate, and as I had no opposition of course my election was unanimous.

I have arranged with our F.A.E. (secretary) to send me all circulars that may come to hand between now and the convention. I will have to go over once yet before the convention for final instructions etc."

Monday Aug. 6th, 1888.

"At 8:00 o'clock this morning I took the train in Reading for Philadelphia, arriving on time. I went to 9th and Green Streets but saw no one there that I cared to talk to. I met the engineer who brought us from Bound Brook on Saturday p.m. (did not get his name). He had nothing special to tell me.

At noon I went to Pennsylvania depot at Norris and Front Streets to see D. H. Fowler of Division 71. He told me his Division had voted not to continue paying assessments to the C. B. & Q. strikers; and as far as he could learn the other Divisions in Philadelphia had pursued a similar course. In election in No. 71 the Radicals ran a ticket and were beaten two to one.

I took the 3:45 p.m. train in Philadelphia for New York and arrived on time. At Jersey City I met Maurice Clapp for a minute or two as he had to go away with his engine. He thinks the Western members will try to divide the order at the next convention. He will go as a delegate from his Division- No. 53."

Yours Respectfully

New York, Aug. 22nd, 1888.

Sir:-

Our informant No. 2 further reports as follows:

Sunday Aug. 19th, 1888.

"In conversation with Chas. Ryan, one of the committee of Division 105, he said, 'we want you to attend the meeting next Saturday and let us know the true state of affairs in the West. Now the question will be brought up about us paying more assessments for the C.B. & Q. boys, and I for one do not propose to pay any more, and the majority of the men feel the same as I do; also we have received a communication from over 20 Divisions, from Philadelphia, Boston, Springfield and Pittsburgh, Pa., that they were not going to pay any more assessments. Now, what do you think about the strike, have they lost or have they any chance to win? We got a letter from Hoge three days ago saying, if we would keep on sending money they could win the strike; also Stone and Perkins are to meet the directors, also Arthur and Sargent in New York next week to consider the proposition which Arthur and Sargent proposed to Stone."

I said, "I do not want to let this go outside of the Brotherhood what I will say to you; the Q. men are beaten and are willing to go back under any circumstance; at least that is what most of the men out West told me. Hoge, Thomas, Hurley and Bunisene, also Conner, told me that the best thing the men could do was to declare the strike off."

Just then Bell and Woolsey, two of the committee, came up and said, "that's what we thought." Woolsey said, "the reason we did not send a delegate was because we were satisfied we could get the truth about what was going on out West when you came back."

Ryan said, "now is there any truth about the Q. men stopping at the best hotels and having the best rooms and keeping girls as type writers?" I replied, "yes, as I saw them myself at Kansas City; they hold meetings every day and they fare on the best there is at the hotels, and as long as we send them the money they will continue to do so."

Woolsey said, "that's just what Staple an engineer off the Santa Fe road told us at our last meeting and he just came from there last week." Bell said, "what do you think about Arthur and Sargent's course they have taken?" I said, "they took the right one and if they had not done what they did and let those Western men have their own way and put ~~on~~ a boycott on the Q. then we would all have been looking for jobs." The three said, "you are right." Woolsey said, "and we Eastern men must stand by Arthur at the next convention in October, and at our next meeting we must vote the assessments down."

Bell said, "how about the dynamite, is there any truth in it?" I replied, "you will hear it all at the meeting. I do not want to lay myself liable here." Ryan said, "have they got good engineers on the Q.?" I said, "Hoge and Hurley told me there were at least four hundred good engineers on the road and as they call them they are the best of the cream that the scabs got through the country."

Bell continued, "that settles the whole business, and I for one do not intend to pay more assessments." I said, "When Hoge gets to Denver, where he is going to make his headquarters, they intend to over rule Arthur and put a boycott by themselves." Woolsey said, "and who are going to furnish them the money? I am sure we wont. I think that will knock the Brotherhood in the head sure if they take that course." Bell said, "several of the men on 6th and 3rd Avenues are holding back on their assessments on account that they could not get any reliable information from the West, and now by what you said I do not blame the men." Ryan said, "Stone is a hard stone."

I said, "Chief Engineer C. H. Salmon of Brookfield Division 79 said that the C.B. & Q. would spend $50000 more before Stone would give in to the boys, so that shows they are not bankrupt yet."

Woolsey said, "I tell you Conner will split the Brotherhood yet and h- will be to pay before long."

I forget to mention in my report of Friday that Hannahan said, "We are doing all we can to defeat Morton of the Q. system; he is the Democrat chairman, and he must resign. Bailey, the Supt. of the P.O. and Beekman and Simons, one of our city officials, are working with us, and he must be downed by all means. Hurley is working to be the chairman of the railroad labor Democrat committee."

Yours Respectfully

New York, Aug. 18, 1888

Sir:

Our informant No. 3 writes us as follows under date of the 16th inst., as follows:

"I send you copy of a letter received by me this a.m. Chief Engineer Gibb of No. 105 told me this morning that his members were becoming restive under the assessments and that he had written to the F. G. A. E. to know how Divisions in other sections were paying up, and from the answer he received he judged payments of assessments were getting slack."

The letter our informant refers to above reads as follows: "As to the St. Louis meeting, we were well aware here that nothing could be done and no law changed in order that it might suit or satisfy some of the hot heads; but your Grand Chief has from the outset expressed a desire to do all in his power for the "Q" men, notwithstanding that some of them have said that he deserted them; he has, as will be shown by this annual meeting, stood by them in all that was honorable, but he would not consent to anything disreputable to the whole body. This meeting was conceded to by your Grand Chief at the earnest solicitation of fourteen chairmen of General Grievance Committees of our largest system, but we are free to confess that it has been the means of convincing the hot heads that there was a head to this body and it was backed up by a large conservative element; they wished and a resolution was offered to that effect, that the B. L. E. place the boycott again on the "Q" and when it went to a vote it stood 24 to 10 against, and it gave your Grand Chief a chance to remove much that has been sent broadcast over the land as to his position, and the members of the B. L. E. will have a chance to know what he has done to assist the "Q" brothers. As to the much-talked of amalgamation or federation, nothing was done; in fact, nothing could. You may rest assured to one thing: there will be more schemes sprung at this meeting (the coming one at Richmond) than ever before and delegates will be kept on the qui vive continually. You may rest assured your Grand Chief will do nothing to gratify the radical element in the Brotherhood.

(Signed) Harry Hays.

Yours respectfully,

P. S.

Letter is from Cleveland.

New York, Aug. 13th, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 1 further reports as follows:

Thursday Aug. 9th, 1888.

"In looking over the Journal for August I find on page 729 a notice of a Union meeting to be held at Tyler, Texas, on 15th inst. I apprehend it will be nothing more than one of the usual self admiration gatherings; of course there will be a lot of whereas' and resolved' got off. Division 201 is at Tyler, and 307 at Taylor, Texas."

Yours Respectfully

file

New York, Aug. 9th, 1888.

Sir:-

Our operative No. 1 further reports as follows:

Wednesday Aug. 8th, 1888.

"This morning I had interviews with Engineers Cafferty and Levi Gibb of the E.R.R. and Engine Despatcher Van Tassell of the Harlem & N.H. R.R. These parties are likely to be well informed on all matters relating to the B.L.E. Gibb is C.E. of No. 105. Neither of them have yet heard of any meeting called at Taylor or at any other point than St. Louis on 9th inst. The St. Louis meeting is called by Grand Chief Arthur, and is to take in all the chairmen of Grievance Committees in the order, and the object is to try to arrive at a solution of the Q. troubles. I am told by the above parties that the Eastern Divisions will be well represented. No. 105 had arranged to send a man but differences of opinion as to who should go led to a break, and they will send no one. Division 105 was unfortunate in having one of their assessment collectors robbed (?) of $350 last month.

Van Tassell says they have expelled 10 or 12 members from No. 145 for refusing to pay the Q. assessments, and will have to do so to many more. The members are learning that in other sections payments are slow and they are holding back also.

The meeting at Detroit is to be only an anniversary celebration and any business done there will be of an informal kind. I am told some of the Elevated men will take it in as a part of their summer vacation.

My opinion of the Taylor meeting- if one has been called at all -

is that it is merely a local matter.

At the St. Louis meeting I believe some definite conclusions in reference to the Q. strike will be reached. Arthur has sent personal letters to very many parties asking their presence, and if they respond he will put through his conservative ideas."

Yours Respectfully

New York, Aug. 8, 1888.

Sir:

Our operative further reports as follows on his trip east:

Tuesday, July 30, 1888.

'This morning at the New Albany House I met Ball, Riggs and Donavan. We all went to the state line where the P.M.R.R. shops are. We then went to the hall back of Main street where the B. of L.E. meets. John Donavan said to me, 'The brakemen on the C., B. & Q. are ready to step down just as soon as they get word to do so, and the M.P. engineers are ready, also; and I tell you now that before 20 days have passed some railroad managers will be surprised, and the C., B.& Q. will find that we are not beaten yet. We are going to call a meeting in Kansas or St. Louis just as soon as we can get all the Grievance Committees of the United States and Canada together; we will have to give all divisions a chance to meet, and that will take about ten days after they receive our telegram.'

'Later in the day I received word to return to New York.

'Tuesday morning I b~~p~~oarded the P.& M. train with F. Hughes of Binghamton, Division No. 18; Frank Hessman, Division No. 165; Sam Rule Division No. 15 of Indianapolis; Peter La Breck, Division No. 45 of Columbus, O.

'La Breck said, 'The boys are keeping things quiet until the men meet; they will meet at St. Louis and then Arthur will have to show up his hand or get out.' Rule said, 'I can say one thing; the meeting will not be held in Kansas City but at St. Louis and Arthur will be there; I am for Arthur first, last and all the time.' Hughes said, 'I don't believe Arthur has been 'crooked,' but he has been too easy and we must win this strike or die in the attempt.'

'At 6.20 p.m. we went to Columbus and separated for our respective homes, Hughes and I continuing together. Hughes further said, 'As soon as this union in St. Louis is held the C., B. & Q. men will demand from Arthur that he place a boycott on the C.B.& Q. road; then if any other roads pulls any of the Q. cars every engineer will step down from his engine; then you will see fun; one road we want to give a good black eye to is the Pennsylvania and the Erie. The N.Y.Central and D., L.& W. are the only two roads which the western men will not interfere with unless they pull any of the Q cars.'

'Friday I left for Buffalo and met several of the men who had just returned from St. Joe. Henry Parson, one of the Grievance Committee from Division 311, said, 'I do not like to see strikes but if the Q does not come to terms they will go into bankruptcy, as we are determined to keep the strike on; we will never declare it off; that is just what the company is waiting for and also some of the Brotherhood men hanging around so that they can take jobs on the Q road; and of course, the Q will hire all outsiders that they can and as few of the old men as possible.

'I reached N.Y. at 7.30 a.m. Sunday morning, and later in the day went to the Grand Central Depot to meet Engine Dispatcher Van Tassel; I could not find Van Tassel, however. I met W. C. Dowler afterward; he said, "I am positive the meeting will be held in St. Louis; Division 105 held a special meeting Saturday night and elected a delegate to the St. Louis meeting; I don't know who the delegate is; but I do know that the division has voted to stand by the Q men to the last."

Yours respectfully,

Tent. Chgo. 11. [illegible] N.Y.

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WM. A. PINKERTON,
Gen'l Supt. Western Division.
CHICAGO.
ROBT. A. PINKERTON,
Gen'l Supt. Eastern Div.
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ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
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KANSAS CITY, 105 & 107 WEST SIXTH ST., C. H. EPPELSHEIMER, SUPT.

Chicago, Aug. 17, 1888.

H. B. Stone, Esq.
Gen'l. Man. C. B. &. Q. R.R.
City.

Dear Sir:-

Following you will please find report of Opt. "R. G".

Wednesday, Aug. 15, 1888-

To-day in Strater,

Acting under instructions of A. Mc. Dowel, Opt. left his room at 10.A.M. and took in the different saloons where strikers hang about during the day. Opt. learned nothing in particular as to their future intentions. There were a great many drunken men around town to-day, as it is the minors pay day. At 7.40 P.M. Opt. went up to the vicinity of the Q. yard and found the switches all right, only there were no lamps on the two switches Opt. mentioned in his former reports. Opt. saw several drunken minors pass through the yards durning the evening, but they molested nothing.Opt. went around the Round House a couple of times during the night but saw no inbications that there was beer there. Opt. remained around the yards until 3. 30 A.M. As there was a dance at a house near by , but none of the danhers came near the yards. Opt. saw no one tamper with the switches or cars durig the night. He discontinued at 3. 30A.M.

Yours respectfully,

Pinkerton's Nata'l. Dec. Agency,

by
Gen'l Supt. W. Div.

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Gen l Supt. Western Division,
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Chicago, Aug 21th 1888

H. B. Stone Esq
Genl Mgr. C.B.&Q.R.R.
City

Dear Sir:-

Following you will pleas find reports of Opr. R.J. for Aug 17 & 18

Friday, Aug 17th/88

Today in Streator Opr. left his room at 10 A.M. and took in several saloons where strikers hang out, and saw a few of the strikers but did not hear them say any thing about the strike. At about 7 P.M. there were several strikers in front of Kennedy's saloon 74 Main St. listening to a band playing, they all went to a Minstrel show in the Opera House. At 7.45 P.M. Opr. went up into the "Q" yards and found the switches alright with the exception of two which had no lights on ~~them~~. He made several rounds around the Round House during the evening, but saw nothing to indicate that the men had been there. There were several persons passed through the yards on their way home from the show, but none of them molested any thing in the yards. He saw no one tamper with the switches or cars during the night and all being quiet he discontinued at 3 A.M.

Saturday Aug 18th/88

Today in Streator at 11.30 A.M. Opr. made his usual rounds to the different saloons and saw several of the strikers but none of them talked about the strike, he also saw several of the men who took the strikers' places, the strikers said nothing to them, but would point them out to each other At 7.30 P.M. he went up to the "Q" yards and found the switches alright, except two which were without lights. At about 8.15 P.M. there were three or four switchmen standing a little south of the C. & A. R.R. crossing on the "Q" track, and two girls or young ladies passed along the street, and one of the switchmen said "hello Jennie", to one of them, but she did not answer him, & he, they began making insulting remarks to them and laughed and yelled after them. A man passing at the time said it was a d— shame to have to put up with that from a d— "scab" the same switchman then signaled for a switch engine to come ahead with some cars, and as the engine passed he swore at the engineer and told him to hurry up, and the engineer told him to go to h—, the switch man followed the engine towards the Depot calling the engineer all the names he could think of and swearing and calling to the engineer to get off of his engine. Opr. could not get the number of the engine, the switchman talked like an english man Opr. went around the round house several times during the night but saw no sign of the men having been there, he did not see any one molest the switches or cars during the night, and as every thing was quiet he discontinued at 3.30 A.M.

Yours Respectfully
Pinkerton's Natl. Det. Agcy
by W.A. Pinkerton
Genl. Supt. West. Div
AR

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1850
WM. A PINKERTON,
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Chicago, Aug 23rd 1888

H. B. Stone Esq
Genl. Mgr. C. B. & Q RR
City

Dear Sir.

Following you will please find reports of Opr. R.J. for Aug 21st & 22nd

Tuesday, Aug 21st 1888

Today in Streator Opr. left his room at 11.45 AM and went around to different saloons where the strikers generally hang out, and at Kennedy's saloon # 74 Main St. he was told by one of the bartenders that a young fellow, a brake man on the "Q," saw him (Opr) in the saloon on the night before and said he had seen him (Opr) in Aurora last spring, and that he (Opr) boarded at Heck's Hotel and that he though Opr. was Pinkerton man. The bartender said they did not believe him and for opr. to be carful of the strikers. Opr. denied ever being at Heck's and said he was going away in a day or two. Opr. saw Mr. McDand in the evening and told him about what he had heard, & Opr. told Mr. McD. that he would have to leave town.

Mr. McD. did not wish to have Opr. leave until another man came, and Opr. told him he would send a letter and it would arrive at the Agency in the morning, and he would leave in the afternoon of the same day. & Mr. McD. thought that would be alright, as it would give another man a chance to get there. Opr. went into the yards at 7.45 P.M. and found the switches alright except two which were without lights. Evary thing being quiet he discontinued at 4 A.M.

Wednesday. Aug 22nd, 1888

Today in Streator at 11 A.M. Opr. left his room and made arrangements to leave town and at 2.30 P.M. Mr. McDaniel came to Opr. and gave him a telegram telling Opr. to take the first train for Chicago. Opr. left Streator on the 3 P.M. train and arrived in Chicago at 6.50 P.M. and reported at the Agency.

Yours Respectfully
Pinkerton's Natl Det. Agcy
by W.A. Pinkerton.
Genl. Supt. West Div
R

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Chicago, Aug 21st 1888

H. B. Stone Esq
Genl. Mgr. C. B. & Q. R. R.
City

Dear Sir:-

Following you will please find report of Opr. R.J.

Sunday, Aug 19th 1888

Today in Streator according to instructions Opr. left his room at 12 noon and remained around the streets for a couple of hours and then went to a pic-nic on Peanut Hill where there were several strikers and quite a number of R.R men, they were all very orderly, and Opr. heard no one talk of the strike. Opr. left at 6 P.M. and got his supper & at 7.45 P.M. proceeded to the Q yards & found the switchs alright except two which were with out lights, he made his usual trips around the round house but saw on indications that the men had been there. Every thing was quiet during the night and no one tampered with the cars or switches. Opr. discontinued at 3 A.M.

Yours Respectfully
Pinkerton's Nat. Det. Agency
by W. A. Pinkerton
Genl. Supt. West. Div
R

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Gen'l Supt. Western Division.
CHICAGO.
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Chicago, Aug. 23, 1888.

H. B. Stone, Esq.
Gen'l. Man. C.B.&.Q.R.R.
City.

Dear Sir:-

Following you will please find report of Opt. "R.G".

Monday, Aug. 20, 1888.

To-day in Streator,

Opt. left his room at 11. 30 A.M. and took in several saloons where the strikers hang out. Opt. saw very few strikers during the afternoon. At 7. 30 P.M. Opt. went up into the Q. yards, and found the switches all right, except the two that had no lights on. After the 8.30 P.M. train came in Opt. went back to the Hotel to see Mr. Mc. Dauel as he had been to Aurora over Sunday, Opt. saw him, and he said that two switches were left open last night, and that the 8.30 P.M. passenger train came very near running in on the Lime Kiln track; and at 4. A.M. a switch engine came very near running off the track on account of a switch being half open, and the switch pin was thrown away. At the time the train came in Opt. was near the C.&.A. R.R. crossing Opt. saw the train stop, but it generally stops along there before going over to the C.&.A. crossing. Opt. came down the track about five minutes ahead of the train, ad the switch was all right then. Opt. got on the car while it was passing and rode into the Depot, as he wished to see if Mr. Mc. Douel was on the train . Opt. then went back into the yard. The two switches that are turned are the two that have no light on them, and as Opt. has said before a man would have to stand over them, or go over them before he could see how things were, and as they are so far apart that on a dark night Opt. could not see from one switch ~~from~~ to another, but if those switches had lights on them Opt. could get in a position where he could see those six switches he wanted to see without exposing himself. Opt. asked Mr. Paris and also Mr. Mc.Doul every time he saw them , to please have lamps put on the switches, he took Mr. Mc. Douel up into the yards and showed the switches to him, and he promised to have lamps put on them, but has not done so. Opt. has spoken of them in all his reports. Mr. Mc. Douel said that he would look over the switches in the morning and have lights put on them. After seeing Mr. Mc. Douel Opt. went back to the yards, and as he got there he saw a man walking north of the track, he stopped at the Lime Kiln switch and looked around, then a man came south along the track and the first man went to one side of the track and laid down in the grass and waited until the second man passed, then he got up and proceeded to Kennedy's saloon. Opt. went into the saloon and obtained a discription of him, he is about 32, years of age, 5ft. 8.in. high light build, dark complection, dark hair, dark mustache, black eyes he wore a dark suit of clothes , black felt hat with colored shirt and collar. Opt. got a cigar, and returned to the Q. yards and saw no other person go near the switches during the remainder of the night.

Yours respectfully,

Pinkerton's Nat'l. Dect. Agency,

by W. A. Pinkerton

Gen'l. Supt. W. Div.

A.D.

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Chicago, August 27, 1888.

H. B. Stone, Esq.,
Genl. Man. C.B.& Q. R.R.,
City.

Dear Sir:-

Following you will please find reports of Operative "P.L.G."

Friday, August 24, 1888.

To-day, in Streator,

At about 11 A.M. Opt. went to the saloon under the Brotherhood hall and remained there, trying to become acquainted and friendly with the bar-tender so as to get a "spot" on Corcoran and others.

At about 2 P.M. Opt. went to Knox saloon, where there was quite a crowd but they were only talking politics.

At about 7.45 P.M. Opt. went to the C.B.& Q. yard and took his position between the two unlighted switches; no one interfered with any of the switches except the men working in the yard and no one passed through the yard after 11.30 P.M. About 10.45 P.M., a coal train was taken out of the yard; this took away the cars, among which Opt. could conceal himself and he was compelled to take a position lying on the open prairie. After 12 o'clock it was clear moonlight and Opt. could see both switches from where he was lying. At about 3 A.M. he withdrew.

Saturday, August 25, 1888.

To-day, in Streator,

In compliance with the previous request of Mr.McDaniels,Opt. started out at 10.30 A.M. to get the feeling of some of the people toward the C.B.& Q.

He first went to the cigar stores and barber shops on the south side,of Main St.,between Vermillion and Park Sts.; several men were there and the feeling was that there should be a compromise.

There were only a few at Hoban's liquor store and sample room; Opt. started to talking about Lomasney,who formerly kept this place being on the strike; one man cursed the scabs. When the party left Hoban said, "Why don't the fools of engineers acknowledge they are beat?" "They lost the sympathy of the best people when that dynamite business was shown up,yet owing to the class of people we have here being principally miners,they are favorable to the strikers."

After dinner Opt. went to the park and while reading there talked with several people who said that the strikers were in the right. Opt. then went to Knox saloon; the proprietor is also interested in a livery stable and said,"Well,my business will not permit of my talking,one way or another."

About 8 P.M. Opt. took position to cover the two unlighted switches and,except while at lunch about 10.30 P.M.,remained where he could see them until 4.40 A.M.,when it was daylight and he left. A number of drunken men passed through the yard before midnight but none of them interfered with anything. At least a hundred people passed the switch at the public crossing but no one interfered with it.

Yours respectfully,

Pinkerton's Nat.Det.Agency,

by Wm. A. Pinkerton,

Genl.Supt.Western Division.

R.C.

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WM. A. PINKERTON,
Gen'l Supt. Western Division,
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CLARENCE A. SEWARD, NEW YORK.
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C. H. EPPELSHEIMER, SUPT.

Chicago, August 30th., 1888

H. B. Stone, Esq.
Gen'l. Mngr. C.B.& Q.R.R.
City

Dear Sir:--

Following you will please find report of Operative P. L. G.

Wednesday, August 29th., 1888

To-day in Streator

At 11 A. M. I went to Kennedy's saloon, met Hoban; he treated, also Kennedy's bar-tender. We held a long conversation on general topics, but there was nothing said about the strike.
I then went to the Post Office and received a letter from the Agency ordering my withdrawal from Streator.

After dinner I told Mr. McDaniels I was ordered to leave, but that I would work in the yard until 11 P. M. and if anything went wrong I would report to him in the morning.
This afternoon I met Mr. Cherry of the C. W. & V. Coal Co. but he had nothing further to say about the strike.

At 8 P. M. I took position to cover the two switches which had been tampered with, remaining there until 10.30 P. M. when the switch engines were working at both ends of the yard. I then went to the hotel and retired.

Thursday, August 30th., 1888

At 6.30 A. M. I left Streator for Chicago where I arrived at 10.35 A. M., proceeded to the Agency and reported.

Yours respectfully,

Pinkerton Nat'l. Detective Agency

by

Gen'l. Supt. W. Div.

K.B.

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WM. A. PINKERTON,
Gen'l Supt. Western Division,
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Chicago, August 25, 1888.

H. B. Stone, Esq.,
Genl. Man. C. B. & Q. R. R.,
City.

Dear Sir:-

Following you will please find reports of Operative "P.L.G."

Wednesday, August 22, 1888.

To-day, in Chicago,

Acting under instructions from Asst. Supt. "F.M." Opt. left at 4.50 P.M. for Streator, where he arrived at 8.30 P.M. and went to the Plum House.

After supper Opt. went on the street and met Mr. Cherry and Dick Ramsay, now of Bracewell; having no fears of them, Opt. told them that he might be here for some time and not to recognize him; there was a treat all round and after Cherry left, Opt. had quite a talk with Ramsay about strikes; he said, "Some one ought to be punished for those depredations; I was coming from Spring Valley about a month ago and there was a switch turned, either willfully, or left open through neglect, and the engine was thrown over on her side."

Thursday, August 23, 1888.

To-day, in Streator,

At about 8 A.M. Opt. took a walk through the yard to get the lay of the land and at 9.30 A.M. saw Mr. McDaniels at the round house;

he walked through the yard with Opt. and showed him the switches that had been tampered with.

Neither of them had lights on them, and the chances are ten to one they never would have been tampered with if there had been lights on them. Mr.McDaniels says he wrote for lights. Even their own men may have left them turned wrong and, as there are no lights of any kind, if they got away from them, it would be very easy to forget them as there is nothing to call the attention to them.

At Mr.McDaniels' suggestion, Opt. made the rounds of the saloons to see if he would meet any one who would recognize him, and failed to meet any one although he did meet on the street several ole Braidwood miners.

At 8 P.M. Opt. took a position between the two switches that were tampered with, and remained there until 3.30 A.M. without seeing any one go near a switch except the men working in the yard and, at 1 A.M., a man who was going toward the coal shaft with a pick.

One of the unlighted switches is at a public street-crossing where dozens of people are passing and could be turned without the knowledge of a man watching a hundred feet away so long as it is not lighted.

Yours respectfully,

Pinkerton's Nat.Det.Agency,

by

Genl.Supt.Western Division.

R.C.

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ATTORNEYS FOR THE AGENCY:
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Chicago Illinois.
August 30th 1888.

H.B. Stone Esq.
Genl. Manager. C.B.&Q.R.R.
City

Dear Sir

Following find report of Opt P.L.G dated at Streator Ills. Tuesday August 28th 1888!

Operative reports that about 11. a.m. of Aug 28th he went to Hobans Saloon. had the "Times" with him he called the attention to the article showing the Mackay Strike being settled Hoban replied. - "Old Stone gave the Brotherhood such a drubbing that he guessed they got scared at Mackeys talk" One of the 5 men in the saloon said." well while Old Stone is on top he has no Victory yet. Opt lost 1 game of dice while talking and at 1 15 P.m. he met Supt Alexander for a few Moments and afterwards he met McDaniels who told Opt that Alexander went through the Yard and ordered lights on every switch in the Yard that had a Target on, and to lock the Switch at the Public Street Crossing. about 3 pm. Opt went to Kennedys saloon and threw dice for Cigars with the Bartender and this man in conversation shows his bitterness against the Co. or its employees. by saying he would not sell a drink to a scab if he knew it.

About 7 p.m. Opt saw Supt Rice who asked Opt how long he had been at Streator and if Opt was the Only Opt there. Opt told him. that so far as - he (Opt) knew he was the only one there! Mr Rice also asked Opt about the Yard and Opt told him that the unlighted switches were the ones that were tampered with and also called his attention to the danger of the Switch at the Public Crossing - Mr Rice asked if Lamps had not been ordered for the switches yet, Opt told Mr Rice that the understanding from Mr McDaniels' was that Mr Alexander had ordered them

At 8 oclock p.m. Opt went to a point where he could see both switches that had been tampered with and remained there until 10.45 p.m. then went down Town to Lunch. returned and remained watching both switches until 4 a.m, then concluding that all would be safe. Opt discontinued:

Yours Truly.
Pinkertons Natl Det Agcy.
per Wm A Pinkerton. Genl Supt.
West Div.

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WM. A. PINKERTON,
Gen'l Supt. Western Division,
CHICAGO.
ROBT. A. PINKERTON,
Gen'l Supt. Eastern Div.
NEW YORK.

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ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
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C. H. EPPELSHEIMER, SUPT.

Chicago, August 29th, 1888

H. B. Stone, Esq.
Gen'l. Mngr. C.B. & Q.R.R.
City

Dear Sir:--

Following you will please find report of Operative "P. L. G."

Monday, August 27th., 1888

To-day in Streator

At 10.30 A. M. operative went to the saloon under the Brotherhood Hall, found quite a number of Railraod men discussing the strike on the Mackay lines, but there was nothing said about the strike.

After dinner operative met Mr. Cherry and had a long conversation with him; he said of course all the Miners will be in favor of the strikers and perhaps some of the good citizens coincide with them for policy sake. Operative then went to Knox' saloon where there were several Railroad men discussing the Mackay strike and said they hoped they would win.

After supper operative went to Minor's drug store, got a cigar and with several others had a general conversation about strikes and the sentiment of this crowd was against strikes.

At 9 P. M. operative took position to cover unlighted switches that were tampered with, remained there until 4.10 A. M., when there being no sign of the outgoing train being ready he discontinued.

Operative reports that since he began to watch, this train that should leave between 3 and 4 A. M. has not gone out and that the Public Crossing switch was thrown on and it is liable to go any time between 3 and 6 A. M. Owing to this uncertainity operative thinks it is the work of some drunken man who ran against it, as it is right at the Public Crossing and since he has been watching he has been men half intoxicated, stop, light their pipes and pass on. If it was premeditated, then the man who did it would know that the train was going out at that time that morning and also be aware that there was no one watching at the time, as every night except Sunday night the switch engines are continually passing those switches, only when a regular train is approaching. That crossing switch is very little used and operative suggested to Mr. Daniels that one be locked.

Yours respectfully,

Pinkerton Nat'l. Detective Agency

by W. A. [illegible]

Gen'l. Supt. W. Div.

K.B.

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1850

WM. A PINKERTON,
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Chicago Aug 28" 88

H. B. Stone Esq,
General Manager C. B. & Q Ry Co
City

Dear Sir

Following you will please find report of Opt R.L.G.

Sunday Aug 26th 1888

Today in Streator at 11 A.M. the Opt went to Lee's restaurant, got a cigar and in a general conversation would judge him to be strongly in favor of the strikers. At about 4 P.M. the Opt went to the drugstore and news stand and while waiting the arrival of papers had a general conversation about Lomasneys, Finleys and others who were there in 1877. The man there said "Oh yes you know there is always an element in a mining town that favors strikes and strikers but I think the Ry Co is right in the stand they have taken, that is to stick to the men who have stuck to them. At 8 pm. the Opt took a position to watch the two unlighted switches supposed to have been tampered with, he remained here until 4 AM. but as there was no indication of the last train coming out and as it was approaching day light the Opt discontinued

Yours Respectfully
Pinkertons Nat Det Agcy
by Wm A. Pinkerton
Gen Supt West Div

New York, Aug. 22nd, 1888.

Sir:-

Our informant No.1 further reports as follows:

"I had a talk this morning with Nat Sawyer, Chief of 145 H. & N. H. R.R. He is canvessing strong on his lines against a further continuance of support to the Q. strikers and the pet idea of the Radicals of the abolishment of classification of pay for engineers and firemen. Delegate from his division is instructed Conservative out and out. Sawyer about controls the men on the H.R. and H.&N.H. Railroads."

Yours respectfully,

New York, Aug. 22nd, 1888.

Sir:-

Our informant No.2 further reports as follows:

Sunday Aug.19th, 1888.

"In conversation with Chas.Ryan, one of the committee of Division 105, he said, "We want you to attend the meeting next Saturday and let us know the true state of affairs in the West. Now the question will be brought up about us paying more assessments for the C.B.& Q. boys, and I for one do not propose to pay any more, and the majority of the men feel the same as I do; also we have received a communication from over 20 Divisions, from Philadelphia, Boston, Springfield, and Pittsburgh, Pa., that they were not going to pay any more assessments. Now, what do you think about the strike, have they lost or have they any chance to win? We got a letter from Hoge three days ago saying, if we would keep on sending money they would win the strike; also Stone and Perkins are to meet the directors, also Arthur and Sargent in New York next week to consider the proposition which Arthur and Sargent proposed to Stone."

I said, "I do not want to let this go outside of the Brotherhood what I will say to you; the Q. men are beaten and are willing to go back under any circumstance; at least that is what most of the men out West told me. Hoge, Thomas, Hurley and Bunisene, also Conner, told me that the best thing the men could do was to declare the strike off."

Just then Bell and Woolsey, two of the committee, came up and said, "That's what we thought." Woolsey said, "The reason we did not send a delegate was because we were satisfied we could get the truth about what was going on out West when you came back."

Ryan said, "Now is there any truth about the Q. men stopping at the best hotels and having the best rooms and keeping girls as typewriters?" I replied, "Yes, as I saw them myself at Kansas City; they hold meetings every day and they fare on the best there is at the hotels, and as long as we send them money they will continue to do so."

Woolsey said, "That's just what Staple an engineer off the Santa Fe road told us at our last meeting and he just came from there last week." Bell said, "What do you think about Arthur and Sargent's course they have taken?" I said, "They took the right one and if they had not done what they did and let those western men have their own way and put a boycott on the Q. then we would all have been looking for jobs." The three said, "You are right." Woolsey said, "And we eastern men must stand by Arthur at the next convention in October, and at our next meeting we must vote the assessments down."

Bell said, "How about the dynamite, is there any truth in it?" I replied, "You will hear it all at the meeting. I do not want to lay myself liable here." Ryan said, "Have they got good engineers on the Q.?" I said, "Hoge and Hurley told me there were at least four hundred good engineers on the road and as they call them they are the best of the cream that the scabs got through the country."

Bell continued, "That settles the whole business, and I for one do not intend to pay more assessments." I said, "When Hoge gets to Denver, where he is going to make his headquarters, they intend to overrule Arthur and put a boycott by themselves." Woolsey said, "And who are going to furnish them the money? I am sure we won't. I think that will knock the Brotherhood in the head sure if they take that course." Bell said, "Several of the men on 6th and 3rd Avenues are holding back on their assessments on account that they could not get any reliable information from the West, and now by what you said I do not blame the men." Ryan said, "Stone is a hard Stone."

I said, "Chief Engineer, C.H.Salmon, of Brookfield Division 79 said that the C.B.& Q. would spend $50 000.00 more before Stone would give in to the boys, so that shows they are not bankrupt yet."

Woolsey said, "I tell you Conner will split the Brotherhood yet and h- will be to pay before long."

I forgot to mention in my report of Friday that Hannahan said, "We are doing all we can to defeat Morton of the Q. system; he is the Democrat chairman, and he must resign. Bailey, the Supt. of the P.O. and Beekman and Simons, one of our city officials, are working with us, and he must be downed by all means. Hurley is working to be the Chairman of the railroad labor Democrat committee."

Yours respectfully,

New York, Aug. 22nd, 1888.

Sir:-

Our informant No. 1 further reports as follows:

Monday Aug. 20th, 1888.

"I had a talk this morning with Nat Sawyer, Chief of 145 H. & N. H.R.R. He is canvassing strong on his lines against a further continuance of support to the Q. strikers and the pet idea of the Radicals of the abolishment of classification of pay for engineers and firemen. Delegate from his Division is instructed conservative out and out. Sawyer about controls the men on the H. R. and H. & N.H. Railroads."

Yours Respectfully

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Chicago Illinois. Aug 9. 1888.

H. B Stone Esq.
Genl Mangr. C.B. & Q. R.R.
Dear Sir.

Following find report of Opt R.G dated at Streator Ills. Monday Aug 6th 1888.

Opt Report's that pursuant to instructions from Mr Paris he went out to the Race Tracks with some young men. among whom 3 were Strikers. nothing was said about the Strike, they were all nice fellows apparently. at 7. p.m. Opt went to Mr Paris' Room and was introduced to Mr McDaniel assistant Roundhouse Foreman. at Aurora who is to take Mr Paris place for a short time. Opt then went up into the G. Yard and found that 2 switches had no lamps on them and found a 3d switch with a lamp on but the light was nearly out Opt thinks who ever has Charge of those lamps. is negligent. and at 10 pm. Opt informed Mr Paris of the lamps. by sending him a note and when Opt returned to the switches. and went up to them. he saw a man standing a short distance away The man saw Opt and walked away up to the Switch. when Opt left it. Opt says if such occurances should happen often he cannot keep under Cov long. Opt saw no suspicious persons around during the night and no one disturbed the Switches.

Yours Truly
Pinkertons Nat Det Agcy.
per W A Pinkerton Genl Supt West Div

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Chicago, Aug 10th 1888

H.B. Stone Esq
Genl. Mgr. C.B.&Q. R.R.
City

Dear Sir:

Following you will please find report of Opr. R.J.

Wednesday Aug 8th/88

Today in Streator acting under instructions received from Master Mechanic McDanel, Opr. remained around town and visited the different places where the strikers hang out, during the day but did not hear or see anything of importance concerning them. Opr. saw Mr. McDanel this evening and he said he had spoken to the man who takes care of the switch lamps and that they would be fixed. Opr. went to the yards at 7.30 PM. and found that the two switches he spoke of in his former reports had no lamps on, although switches of no importance and that are not on the main track had lamps on, and it seems to be neglect on the part of the man who puts up the lamps. Opr. did not see any suspicious persons around the yard during the night and no one tampered with the switches, All being quiet around the vicinity. Opr. discontinued at 2 A.M.

Yours Respectfully
Pinkerton's Nat'l Det. Agency
By W. A. Pinkerton
Gen'l. Supt. W. Div.
AR

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Gen'l Supt. Western Division.
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Chicago, Aug. 14, 1888.

H. B. Stone, Esq.,
Genl. Man. C.B. Q. R. R.
City.

Dear Sir:-

Following you will please find report of Opt. "R.G."

Sunday, Aug. 12, 1888.

To-day in Streator,

Acting by your instructions of A. Mc. Douel M.M. I remained around the town during the day and saw several of the strikers they were all very quiet and orderly. At 7.30 P.M. I went up into the yards and remained there until 3.A.M. but saw no one interfeare with the switchers and all being quiet at that time I discontinued.

Yours respectfully,

Pinkerton's Nata'l Dec. Agency,

by W. A. Pinkerton

Gen'l Supt. West'n Div.

A.D.

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Chicago August 16th 1888.

H. B. Stone Esq.
General Manager C B & Q. RR
Chicago

Dear Sir

Following find report of Opt R. G. dated at Streator Ills. Thursday August 9th 1888.

Operative reports that Today in Streator acting under instructions of Mr. Mc Daniel Master Mechanic. Opt remained around town during the day and saw several strikers. all very gentlemanly and quiet. they all went to the Races this afternoon. Opt saw Mr Mc Daniel. who told Opt there were no lamps for the switches before mentioned, they have lamps on the switches near the round house nearly 2 blocks away from the main Tracks. and when no switching is done. and only an occasional Engine passes. going to and from the Round House Opt went up into the Yard soon as it was dark. saw no one round. and the switches remained undisturbed and at 2 a.m. Opt discontinued.

August 10th 1888.

Operative further reports that nearly all business was suspended today at noon and every body went to the races, Opt went also with Mr Kennedy the saloon keeper at 74 main St and several strikers and prize Fighters they were all very good natured at the races, Opt returned to town at 7 P.M. received a note from Mr McI. who said he was sick and had gone home. Opt at dark went as usual to the yards saw two men sitting on some ties. they left when the 8³⁰ p.m. train came in Opt saw no other strangers in the yards during the night. and no one tampered with the R.R. property or switches.

There were no lamp as before reported on the two switches, at 2 a.m. Opt discontinued

Saturday August 11th 1888.

Opt further report's. that he remained around Kennedys saloon. No 74 Main St. most of the day as there were quite a No of strikers there. but they were very orderly talked little of the strike. Mr McI. returned here this 7⁴⁵ am. Opt found one of the light's out on one of the switches. Opt informed Mr McI. who said he would see that lamps were on all the switches and he told Opt to watch the men around the round house some, during the night as he thought they have been around there sometimes

Opt saw no suspicious persons around the yards tonight and the switches were unmolested. at 2 30 am. everything being quiet. Opt discontinued.

Monday August 13th 1888.

Operative further reports that he remained around saloon at 74 main St. during the day saw a few of the strikers, Kennedy said this afternoon that it was rather dull in the daytime as most of the strikers have gone to work at different work around town, some getting as high as $ 2⁵⁰ pr day and that they were in luck getting pay from the Brotherhood. and making good wages besides and some of them wish the strike to last forever. Opt saw Mr McDaniel about 4 P.M. and he said they had sent for switch lamps and that soon all the switches would have lamps. Opt went up to the Yards. found all O.K. there were about 20 boys ranging from 10-to 20 years old had. a bonfire in an open space about 150 feet West of Yards and Opposite the switches none of the boys went near them and at 10^{30} they went home. and the fire went out. there were several persons passing through the yards during the Evening but Opt saw no one interfere with the switches Opt remained in the vicinity of the yards until 2 A.M. and everything being quiet Opt discontinued

Yours Respectfully
Pinkertons National Det Agcy.
per Wm A Pinkerton Genl Supt
West. Div.

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WM. A. PINKERTON,
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Chicago, Aug. 20, 1888.

H. B. Stone, Esq.
Gen'l. Man. C. B. Q. R.R.
City.

Dear Sir:-

Following you will please find report of Opt. "R.G".

Thrusday, Aug. 16, 1888.

To-day in Strator,

According to instructions of A. Mc. Douel M.M. as heretofore stated, Opt. left his room at 11.30 A.M. and took in the different saloons where the strikers generally hang around, during the afternoon, Opt. learned nothing of any importance concerning the strike. It was a very quiet afternoon here, Opt. saw Mr. Mc. Dauel this eve ing, and he said that he expected the Division Supt. here to-night, and there may be something new going on. Opt. don't think he came . Opt. went up into the Q. yards at 7.30P.M. and found the switchers all right, except the two switchers Opt. mentioned as not having any lamps on, they have not put them on as yet. Opt. went around the Round House a couple of times during the evening, but saw no indications that the men hadd beer there. Opt. saw no one tamper with the cars or switchers during the evening and all being quiet Opt. discontinued for the night.

Yours respectfully,

Pinkerton's Nat'l. Dect. Agency,

by

FOUNDED BY ALLAN PINKERTON.
1850
WM. A. PINKERTON,
Gen'l Supt. Western Division.
CHICAGO.
ROBT. A. PINKERTON,
Gen'l Supt. Eastern Div.
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Chicago, August 17, 1888.

H.B.Stone, Esq.,

Genl. Man. C. B. & Q. R.R.,

City.

Dear Sir:-

Following you will please find report of Operative "H.C."

Tuesday, August 14, 1888.

To-day, in Streator,

Acting under instructions from A.McDowell, Opt. left the Novelty Hotel at 12.30 P.M. and took a walk about town; he entered the following saloons; 42 Main St., 54 Main St., 53 Main St., 85 Main St. and Kennedy's, 74 Main St.; here he played a game of pool with a striking engineer whose name he could not learn. He saw four or five strikers about the different saloons and heard one striker tell another that there would be a meeting to-night.

At 7.30 P.M. he went up to the "[illegible]" yard to watch the switches; the two switches mentioned in former reports as without lamps, had no lamps to-night. There were several boys playing about the yards, but they did not molest anything and went away about 10 P.M. Opt. went up around the round-house twice during the evening to see if the men had been there, but saw no one with beer, nor any indications of their having any. He saw no one molest the cars or switches during the night, and, as all was quiet he discontinued at 2.30 A.M.

Yours respectfully,

Pinkerton's Nat.Det.Agency,

by Wm. A. Pinkerton

Genl.Supt.Western Division.

R.C.

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WM. A PINKERTON,
Gen l Supt. Western Division,
CHICAGO.
ROBT A PINKERTON,
Gen l Supt. Eastern Div.
NEW YORK.

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ATTORNEYS FOR THE AGENCY:
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Chicago, Aug 1st 1888

H. B. Stone Esq
Genl. Mgr. C. B. & Q. R.R.
City

Dear Sir.

Following you will please find reports of Officers J.H.S. for July 30th and C.G. for July 31st.

Monday, July 30th 1888

Today in Streator Officer J.H.S. went around to the usual resorts of the strikers but learned nothing of importance. He left the Hotel at 7.40 P.M. and went on guard at the 2 yards but nothing unusual took place. He remained on duty until 2.30 A.M.

Tuesday July 31st/88

Today in Streator Officer C.G. reports that he went on duty at the 2 yards at the usual time and remained on duty until 2.45 AM. and every thing was quiet during the night.

Yours Respectfully
Pinkerton's Natl Det. Agency
By W.A.Pinkerton
Genl. Supt. W. Div

FOUNDED BY ALLAN PINKERTON. 1850

WM. A PINKERTON,
Gen l Supt. Western Division,
CHICAGO.
ROBT A PINKERTON,
Gen l Supt. Eastern Div.
NEW YORK.

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ATTORNEYS FOR THE AGENCY:
CLARENCE A SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

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Chicago Aug 1st 1888

H. B. Stone Esq
Genl. Mgr. C. B. & Q. R. R.
City

Dear Sir:-

Following you will please find reports of Opr. J. H. S. for July 29th & Opr. C. J. for July 30th.

Sunday July 29th/88

Today in Streator at 7.50 P. M. Opr. J. H. S. left the Hotel and went on duty at the 2 yards. He remained on duty until 2,00 A.M. when every thing being quiet he returned to the Hotel.

Monday, July 30th/88

Today in Streator at 7.50 P.M. Opr. C. J. left the Hotel and proceeded to the 2 yards and made his usual rounds and found every thing in good order and remained so during the night. Opr. remained on duty until 2.30 A.M.

Yours Respectfully
Pinkertons Natl. Det. Agency
By W. A. Pinkerton
Genl. Supt. W Div
R

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Chicago, August 3rd.,1888

H. B. Stone,Esq.
Gen'l. Mngr. C.B.&Q.R.R.
City

Dear Sir:--

Following you will please find report of Operatives 'J. H.S.' and 'C. G.'

Opr. J. H. S. reports

Tuesday, July 31st.,1888

To-day in Streator

At 7.50 P. M. operative went to the 'Q' yard, found the track and switches all O.K. kept a close watch during the night. Nothing of importance occurred.

Opr. C. G. reports

Wednesday, August 1st.,1888

After seeing Mr. Paris, the operative went about the yard and main track as usual, before the 8.30 P. M. passenger train came in and found everything in order, but as there seemd to be an unusual amount of switch engines last night the operative was kept busy. However, everything remained quiet during the night and nothing unusual occurred.

Yours respectfully,

Pinkerton Nat'l. Detective Agency

Gen'l. Supt. W. Div.

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Chicago, Aug. 3, 1888.

H. B. Stone, Esq.,
Genl. Man. C. B. & Q. R. R.,
City.

Dear Sir:-

Following you will please find reports of Operatives "J.H.S." and "C.G."

Operative "J.H.S." reports.

Wednesday, Aug. 1, 1888.

To-day, in Streator,

Operative left the hotel at 7.40 and, going to the "Q" yard, made a thorough examination of the track, frogs, switches, etc., and found everything all right. Opt. kept a close watch during the night but saw nothing of importance to report. Opt. returned to the hotel at 2.30 A.M.

Thursday, Aug. 2, 1888.

To-day, in Streator,

Operative received orders from Mr. Paris, and also a message from the Agency to discontinue the operation at Streator and return to Chicago. He took the train at Streator at 3 P.M., but the train was delayed by a wrecked flat car at Lincoln St., Chicago and did not arrive in Chicago until 7.40 P.M.; Opt. reported at the Agency at 8 P.M.

Operative "C.G." reports.

Wednesday, Aug.1,1888.

To-day, in Streator,

Acting under instructions, Opt. went on duty at the C.B.& Q. yards, last night, leaving the hotel at 7.50 P.M. He first went over the main line, examining the switches before the passenger from the north came in and found all in order; he then concealed himself as usual and remained about the yards until 2.30 A.M., when all was quiet. Opt. then discontinued.

Thursday, Aug.2,1888.

To-day, in Streator,

Operative received notice from Mr..Paris," at 1 P.M. to discontinue operations at Streator and left on the 3 P.M. train, arriving at the Agency at 8 P.M.

Yours respectfully,

Pinkerton's Nat.Det.Agency,

by Wm A Pinkerton,

Genl.Supt.Western Division.

R.C.

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ATTORNEYS FOR THE AGENCY:
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Chicago, August 9th.,1888

H. B. Stone, Esq.
Gen'l. Mngr. C.B.&Q.R.R.
City

Dear Sir:--

Following you will please find report of operative 'R. G.'

Tuesday, August 7th.,1888

To-day in Streator

Acting under instructions of F. N. Paris, Master Mechanic, operative went around town to day among the strikers.

At 7 P. M. operative saw Mr. McDowel who has taken Mr. Paris' place he said he spoke to the man who tends to the switch lights about putting lamps on the two switches spoken of in yesterday's report.

Operative went to the vicinity of the switches and found that no lamps had been placed on the two switches.

There were no suspicious persons around the yard and no one tampered with the switches during the night.

Everything being quiet, operative discontinued at 2 A. M.

Yours respectfully,

Pinkerton Nat'l. Detective Agency
by W. A.
Gen'l. Supt. W. Div.

K.B.

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ATTORNEYS FOR THE AGENCY:
CLARENCE A SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

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Chicago Aug 7. 1888.

H. B. Stone Esq.
Genl Mangr. C.B.&Q.R.R.
Chicago

Dear Sir.

Following find report of Opt R.G. dated at Streator Ills. Saturday August 4th 1888.

Opt reports, that:
pursuant to Instructions from Mr Paris he went north on the Q. Tracks and located the switches that he had been instructed to watch at night. and then Opt went to a few of the Saloons where the strikers hang out. to see some of them. in order that if they came around the Tracks where Opt is Stationed he would know them. At 7.45 pm it being near dark. Opt went to the vicinity of the switches which are located between the C&A R.R. Crossing —— and the No 1 Coal shaft. There are 6 switches there and lamps on but 5 of them. one switch leads to Round House has no lamp on. and there is a regular path passing the switches. and persons pass that way at all times and could turn the switch on a dark night and would not be noticed unless party guarding it was near at all times and in that case Could not keep under Cover. Opt Saw no one tampering with switches up until 3.30 am. and as all was quiet. Opt discontinued for the night

Yours Truly. Pinkertons Nat. Det. Agcy.
per W A Pinkerton Genl Supt.
West. Div.

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ATTORNEYS FOR THE AGENCY:
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Chicago. Aug 8 1888.

H. B. Stone Esq.
General Manager C.B.&Q. R.R.
Chicago Ills.

Dear Sir

Following find report of Opt R.G. dated at Streator Ills Friday Aug. 3^{d} 1888.

Opt Report's that Today in Chicago. Supt Murray instructed Opt to go to Streator Ills. and report to Mr Paris Master Mechanic. of the C.B&Q. RR. and that Opt should act under Master Mechanics instructions

Opt left Chicago at 4^{50} P.M. via C.B&Q. R.R. and arrived at Streator at 8 30 p.m. went to the Novelty Hotel but not seeing a light in Mr Paris Room opt walked up the Q. RR tracks and returned to the Hotel at 10 p.m. and saw Mr Paris. who said Opt could do nothing that night. but in the morning Opt could walk up the tracks and see the switches where trains had been thrown off the tracks and Opt's work would be to watch those switches and see if any one tampered with them. and if they did to try and locate the person and get his name.

Opt then discontinued at 10.30 p m.

Sunday August 5th 1888.

Today in Streator Opt further report's that acting under his instructions he went around town during the afternoon and saw several strikers, they were talking about some man who. was going to quit the Q. and go west Monday and the seemed exultant over it. Op't could not get the mans. name. Op't saw Mr Paris this Evening and told him about the switch lamp. spoken of in Yesterdays report he said he had spoken to a man about it several times and would have it tended to, Mr Paris said to Op't that Op't should go around among the strikers a little during the day and hear what they have to say. and get familiar with their faces so that I would know them if I saw them around the Tracks he also said he was going on a vacation and a man from Aurora. was going to take his place and he would introduce op't to the man. Monday night at 7 P.M. at his room.- He says the man is a Brotherhood Man but is now Assistant Round House Foreman at Aurora and he "Paris' thinks he is all right

Op't went up into the Q yards at 8 30 p.m. and remained there until 1 A.M. Mr Paris said that was as late as necessary. Ops saw no suspicious persons around the vicinity and no one tampered with the switches - Op't discontinued at 1 A.M.

Yours Respectfully.
Pinkertons Nat Det Agcy.
per Wm A. Pinkerton Genl Supt
West Div.

New York, Aug. 24th, 1888.

Sir:-

Our informant No. 2 further reports as follows:

Wednesday Aug. 22nd, 1888.

"To-day in conversation with H. P. Dresser, of Division 105, he said, 'I was in Hartford, Conn., and the B. of L.E. men are hot over the Division of the St. Louis convention, and they are willing to double up their assessments, and have the Q. boys put a boycott on the road. Division 105 in New York is divided up but the majority are in favor of putting on a boycott. Division 63 of Springfield, Mass., are in favor of a boycott. Division 145, N.Y. Central are for Arthur and do not want a boycott, and they will not pay any assessments; they have paid only one since the strike began."

In conversation with D. R. Cafferty, engineer on 3rd Avenue "L" road and one of the committee, he said, "Arthur made a great mistake when he refused to put a boycott on the Q. road; it has hurt him, also the B. of L.E., as we all know all the managers are looking for a defeat of the B. of L.E. but I heard since Hoge has removed to Denver there will be a different action taken, and all roads out West, except the Santa Fé, are in for a boycott. We are going to send one of our men out West to investigate the whole business before the convention takes place."

John McCaffery, of Lodge 145 B. of L.F., and engineer on 2nd Avenue "L" road said, "I have just received a letter from J.J. Hannahan from Chicago. He says the strike will take a new turn and for us boys to keep on our assessments, and it will not be long before we hear some startling news from the Q. road. He also told me he has met you (meaning the informant) in Chicago but could not keep you there, and he is going to get you a job on one of the roads out there, so you can go and live there. He also says they will down Morton of the Q. road as he is chairman of the Democratic committee."

In conversation with C. H. Ryan, engineer on 2nd Avenue "L" road he said, "the reason we want a boycott on the Q. is that we are waiting here for trouble on the "L". We are not going to stand it much longer the way the boys are treated here by the subordinate officers."

Yours Respectfully

4

New York Sept. 5th, 1888.

Sir:-

Our operative reports as follows:

Sunday Sept. 2nd, 1888.

"In conversation with Wm. Dowler, engineer on 2nd Avenue "L" road, he said that J.J.Hannahan had told him that the B. of L.F. would get square with the Penna. R.R. before long, also the B. of L.E. would take a hand in it.

The B. of L.E. will hold their convention at Atlanta, Ga., Sept. 10th, 1888. In conversation with Jackson Bell, engineer and one of the grievance committee, he said, "it will not be long before there will be trouble on the Penn. Road, as it will not take much to have a strike on the whole system the way things stand now. I am not at liberty to say just what it is but you will hear before long."

The fireman I met at South Ferry, who said he was from the Q. road I can not get his name, he said, "the Penn. road will have all they can do in a short time; don't you think the Pan Handle matter is settled for it is not. I am on my way East and will stop here on my way back."

Dowler told me he had seen the same man and he had told him that there was going to be trouble on the Penn. and Lake Erie roads before long."

Yours Respectfully

New York, Sept. 19th, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C.B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No.1 further reports as follows:

Sunday Sept. 16th, 1888.

"Yours of 10th inst. with its enclosed envelope duly came to hand. I would have replied sooner only that I hoped to have something to communicate.

Nothing has turned up of any importance. Some of the leading men in Division 105 have refused to pay the last voluntary contribution levied by that Division on its members. Division 105 has contributed to the C. B. & Q. strikers about $7000. It has 275 members, and all assessments levied on them at $5 each, seven assessments, would pan out $10, 125,00. Quite a number you can see have either paid none or only a portion of the demands on them. First the assessments of No. 105 were for $5 each, next three of $5 each were ordered by the Grand Executive Committee. Last two were voluntary contributions levied by the Division in response to a circular from the Grand Executive Committee in the nature of "Help me Lord or I sink."

Yours Respectfully

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4

New York, Sept. 6th, 1888.

Sir:-

Our operative No.1 reports as follows:

Wednesday Sept. 5th, 1888.

"The convention to be held at Atlanta, Ga., on 10th inst. is the annual of the B.L.F. and not the B.L.E. I think the prime move there will be one looking to a confederation of all the railroad orders under one general head. They may do something in that direction with the brakemen, switchmen and trackmen. The B.L.E. will not go into anything of the kind, although at our convention in October I have no doubt the effort will be made by our radical element to get some kind of an affiliation with the firemen.

I attended a meeting of Division No. 171 B.L.E. at Hoboken to-day and assisted in the installation of the officers. They have instructed their delegate to go for the repeal of No.1 of the standing rules. This is the rule which made the C.B. & Q. strike possible against the wish of the Grand Chief Engineer. The feeling East is against this rule as it allows two or three men to bring on a strike and has this year cost the order over $250,000. I enclose you a letter received to-day from a man whom I made an engineer. I will have to go to Reading this month to get my credentials and final instructions and such information as may be useful to me. The convention promises to be a warm one."

Yours Respectfully

Copy of letter received by operative No.2 from Ed. Hurley.

Chicago, Sept. 1st, 1888.

"Yours received. Was pleased to hear from you. So you are a little struck on Chicago, am not surprised, Chicago is the town.

I told Hannahan what you wanted; he is so busy that he cannot do anything at present on account of the convention. Am very busy myself and will not write much; all the boys are O.K. I have just returned from Columbus, Ohio. Let me hear from you again, and will give you full particulars.

Good Bye, I remain, Yours etc.,

Ed. Hurley,

61 Pearce Street.

Copy of letter received by operative No.1 from J.T.McKenna.

Creston, Iowa, Sept. 2nd, 1888.

"Yours of the 27th came duly to hand, and contents noted. In answer would say I was very glad to hear from you, that you were well and doing well. I am very well and also doing well. I met Jackson Richards in Pottsville early in March and came with him to Creston. I was ready to go to California the day before I met him. I was in the Reading strike and came with my comrades to fight the B.L.E.. They fought and beat us. We fought and beat them on the Q. I have been assistant foreman in the round house since I am here. In regard to the new men taking them as a whole the C.B.&Q. is equipped with first class engineers, men off all roads in the States, Territories, Canada and Mexico, all hostile to that enemy of labor and mankind, the Brotherhood of Locomotive Engineers; the trade of the road suffered little, account of the engineers, the conductors and brakemen standing by the company; the want of engineers amounted to little, firemen were the worst want but only for a short time. The Reading men left their mark and that mark was No. 1. In regard to the dynamite what you got in the papers is true and correct; the worst was not published; the company has some of the caps that did not do what they were intended to do and pieces of truck wheels of passenger engines shattered on the rail running on schedule time with eight and nine coaches heavily loaded with men, women and children.

John Codlin was here and run a few trips on the West Division and quit. John Goldin is here; he was glad to hear from you."

Yours Truly,

J.T.McKenna.

Copy of letter received by operative No. 2 from J.J. Hannahan.

F.P.Sargent
Grand Master
Grand Lodge
Locomotive Firemen's Magazine
J.J.Hannahan
Brotherhood of Locomotive Firemen
Vice Grand Master
Official organ of the Brotherhood
Eugene V. Debs,
Grand Sec. and Treas.
Eugene V. Debs,
Editor & Manager.

Address
J.J.Hannahan,
Box 635, Englewood, Ill.

Englewood, Ill, Aug.31st, 1888.

"Your letter received, and am very much pleased to hear from you. Your sudden departure has caused me much uneasiness, and I would not write to your wife until I heard from you. I am very glad your family and you are feeling improved. Saw Hurley yesterday; he is the same old fellow. We have no better Brotherhood man on the continent than Ed. Hurley. If you meet any of the boys going to the Atlanta convention you can tell them that I have secured special train of Pullman cars (6) to Atlanta and return. We are going to leave here in grand style. Wish you were here old man, we would take you through tn grand shape. Should all prove satisfactory in the fall I will run down and see you. Have you see Gill? He said he was going to call on you. I have not heard from him since he left here. No change on the Q. Just as it was when you left here, they are having wrecks each day. If the boys hang on until winter we will knock the d- company out. Let me hear from you often. Will be glad at any time to receive your letter.

I am in haste,

Truly and Sincerely yours,

Jno.J.Hannahan.

New York, Sept. 22nd, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No.1 further reports as follows:

Thursday Sept. 20th, 1888.

'About 3:00 o'clock this afternoon I walked over to the Hudson River engine house, near Grand Central depot, and met J.J.Lynch, a member of the B.L.F. He had just received as I met him a telegram from Nat Sawyer, Jr., who was a delegate from the B.L.F. here to the Atlanta convention of that order, announcing the unanimous re-election of Messrs. Sargent, Debbs and Hannahan to their respective offices, and the complete indorsement of their course in the C. B. & Q. strike. You may remember the firemen stopped assessments after three months of the strike.

Lynch tells me he has had considerable correspondence with Sawyer during the convention. That after it was formally opened in secret session a recess was taken and Grand Chief Arthur was introduced and made a statement of his and Sargent's course in the strike, which was received with cheers of indorsement.

Cavanagh, third Grand Engineer of the B.L.E. was there, either in person or by representative, Sawyer could not say which, but was not received in any way. Cavanagh represents the radical element of the B.L.E.

I got through with Lynch and went to Engine Dispatcher Van Tassel's room, where I met Nat Sawyer, Sr., who had just opened some letters containing enclosed circulars, which he handed me to read. I read them for the information of those present, and in the conversation I forgot to return them to him. I will see delegate from No.149 when he returns."

Yours Respectfully

New York, Oct. 9th, 1888.

H. B. Stone, Esq.,
Gen'l Mgr. C. B. & Q. Railway,
Chicago, Ill.

Sir:-

Our operative No. 1 further reports as follows:

Friday Oct. 5th, 1888.

"There will be a hot time at the convention and many of the active members will be in Richmond two or three days before the opening to catch the members, as they come in, and do their lobbying. I have no doubt the Grand Officers of the B.L.F. will be there on Monday 15th, and bring a party of workers. I will leave New York on the 13th inst. Our business will not be done under ten to twelve days, which will keep me away 16 to 18 days. I will need to be in everything that is going on."

Yours Respectfully

New York, Oct. 6th, 1888.

Sir:-

Our operative No.2 is in receipt of the following letter from J.J.Hannahan, Vice Grand Master of the Grand Lodge Brotherhood of Locomotive Firemen, dated Englewood, Ill., Sept. 27th, 1888.:

"Your appreciated letter of the 20th received and was glad to hear from you and learn that you were feeling so well. I would have replied earlier but have been very busy on account of the convention. I cannot say when I will be in New York. However, you can rest assured I will inform you in sufficient time. Hurley is arranging for the engineers convention and preparing a special train which will run from here to Richmond. He is the same old fellow. We often speak of you. He thinks a great deal of LaBreck. Gill returned home. I did not see him when he passed through Chicago. You are probably aware ere this that I have been re-elected to the same posisiotn. I shall try and do my duty and never have it said that proved unworthy to the confidence entrusted to my care. I shall be pretty busy for a few weeks in order to catch up. Would like to hear from you at any time.

Since starting the letter McCaffery has called and will stop a few days here. He requests me to ask you to tell Mr. Dutot that he will not reach New York before the 10th. McCaffery is stuck on Chicago. We will have to drive him out of town."

Yours Respectfully

FOUNDED BY ALLAN PINKERTON. 1850
WM. A. PINKERTON,
Gen'l Supt. Western Division,
CHICAGO.
ROBT. A. PINKERTON,
Gen'l Supt. Eastern Div.
NEW YORK.

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NEW YORK, 66 EXCHANGE PLACE, GEO. D. BANGS, SUPT.
BOSTON, 42 & 44 COURT STREET, JOHN CORNISH, SUPT.
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ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

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KANSAS CITY, 105 & 107 WEST SIXTH ST.,
C. H. EPPELSHEIMER, SUPT.

Chicago, Oct.27, 1888.

H. B. Stone, Esq.,
Gen'l Man. C.B.& Q. R.R.,
City.

Richmond
Federation

Dear Sir:-

I submit the following to you for general information.

Thursday, Oct.25, 1888.

To-day, in Philadelphia,

One of our Operatives, an engineer, the same one who went to the St.Joseph and St.Louis conventions, reports meeting John Hanrahan, who is one of the leaders of the Firemen's organization and had come from the Richmond convention,

Hanrahan said that, in future, the engineers, firemen, brakemen and switchmen will work as one body; that the conductors are anxious to be admitted into this union; that Arthur and Sergeant are taking this matter under consideration and the probabilities are that the conductors will be admitted.

In speaking of the late "Q" strike, Hanrahan said, "I give the C.B.& Q. officials about 60 days more, and if they do not settle at our terms, you can say my name is not John Hanrahan. I would tell you all about it but there are too many around." He then said that Ed. Hurley had been accused of being a Pinkerton man. Hanrahan went to Hurley and said, "Are you a Pinkerton man?" Hurley said to bring the man who made that remark before him and he would shoot him. Hurley found out the man who made the remark and made him take everything back.

Hanrahan said that he was going from New York to San Francisco to organize lodges. He said that from this time out, an engineer would be able to join the firemen's brotherhood, and that he would have our man put in as one of the standing delegates in New York.

Yours respectfully,

Pinkerton's Nat.Det.Agency,

by Wm. A. Pinkerton,
Genl.Supt.Western Division.

R.C.

[illegible]

No. 18

Noted E.B.W.

New York, Nov. 29th, 1888.

Sir:-

Our operative No. 1 further reports as follows:

Tuesday Nov. 27th, 1888.

'At about 2:30 o'clock this p.m. I went to the H.R. & N.H. engine house near the Grand Central depot, for information, and much to my surprise was told that P. M. Arthur was in New York and stopping at the Grand Union Hotel. I lost no time in going there and sending my card to his room, only to find that he was not in, and was expected to leave at 6:00 o'clock this p.m. I lounged around the hotel and at 5:00 o'clock was joined by Nat Sawyer and another party whom I afterwards learned was a New York newspaper reporter. While waiting for Mr. Arthur I learned from Sawyer that P.M. Arthur's business here was with a committee from the Rome & Watertown R.R. in reference to a question of wages on that system, and that when he left here he was going to Memphis, Tenn., but Sawyer could not tell on what business. At 5:30 Mr. Arthur came in from his conference with the committee and gave me a very cordial greeting, expressing himself as being glad to meet me. In a minute I learned he would not leave town before tomorrow noon, if then. I did not wish to detain him from his supper and the reporter, with whom he seemed desirous of having a talk, so cut my interview short. I mentioned to him the Union meeting talked of being held in Philadelphia or Reading. In reply to his query what the meeting was for, I told him I supposed from what I had heard it was intended in some way to conciliate the P. & R. officials. 'No use, no use', was his reply, 'tell your men to behave themselves; do their whole duty like men, and Austin Corbin or any other railroad President will be compelled to recognize and appreciate them. If they don't act like men all the Union meetings they can hold will do no good.' I asked him if he had heard of the circular letter of Division 387, and gave him its purport. He said he had not and said when he did, if it was as I said, he would deal with them summarily. I bade him good evening, but not before I got an appointment to meet him in the morning. Sawyer will meet Mr. Arthur to-night and all he learns I can get day after to-morrow (as Sawyer goes out to-morrow). I shaped this in case Arthur should go away before the hour fixed to meet me.'

Yours Respectfully

New York, Nov. 30, 1888.

Sir:-

Our operative No. 1 further reports,:

Wednesday, Nov. 28, 1888.

This morning about 9. o'clock I went to the Grand Union Hotel and met Mr. Arthur and with him F. P. Sargent, who had arrived last evening at 9.o'clock. In a few minutes several engineers, who had heard through the newspapers of the parties being in town, called in and made up quite a little party. We all went to the H.R. &. N.H.Engine house to meet Van Tassell and Sawyer (the latter had not gone out as he expected). We all got on to Sawyer's engine and had a general conversation. Arthur asked Sargent if he was going to New Orleans, and Sargent said,"are you?" "no I am not," said Arthur, " R- here can tell you what I said to those men in Richmond, that I would not have anything to do with any trouble on any part of a system that had one general head, and I gave their delegate that in writing, to take home with him, and I propose to stand by it. These men have not gone to their President yet and until they do I will not listen to any call." Sargent said, " I will not go there until I hear from you that you are going." Arthur said," all right, stick to that." From the conversation I thought this was the subject I was interested in, and that Sargent knew all about it, so I proposed to him, as he had an hour or two to spare, to go with me and see the workings of our road and he went. In talk I said," What is up in New Orleans? are those Missouri Pacific men still complaining" they made noise enough in the Convention to shingle a house!" Yes" he said," the Master Mechanic Ryan has been acting meanly by the men and they want him removed. I know Mr Standford, President of the system. I worked under him and know him to be a just man, and if the men go to him and can make their side good against Ryan, he will remove him without Arthur or me going there!

I said, "is not this what is called the Southern Pacific?" he replied, "yes a part of it. It is called the Huntingdon system." I said, " how are wages and hours there?" he said, " we have the best agreement with them of any we have." I said, " then there is no other trouble on that system?" not a bit, was his answer, " Ryan is all the trouble and I believe he thinks his time there is short, and his meanness towards the men is caused as much by his desire to get the company in a conflict with the men, as it is from his innate meanness."

By this time we had gotten around again to the Hotel at 12.:00 o'clock, where we met Mr, Arthur and I bade them good day, with a promise to meet them again at 6:00 o'clock this P.M. if they were in town and go to the Theatre. They expect to close up their business this P.M. and if they do, will leave, Arthur for Cleveland and Sargent for Terre Haute. There is no call for either of them to Memphis.

Yours respectfully.

[illegible] G.W.H.

(Copy)

New York, Nov. 8th, 1888.

Sir:-

Our operative No. 1 further reports as follows:-

Monday, Nov.5th, 1888.

"I only arrived in New York this A.M. We closed out in Richmond on Friday evening, and I left there by boat for home expecting to make it as per advertisement by Sunday A.M. The line had taken off the regular passenger ship and put on a slow freight boat.

On Friday we knocked out all federation, co-operation or alliance schemes entirely, except with the firemen. Arthur's scheme of appointing a committee of nine to act on the C.B.& Q. strike was again brought up and carried through. It made the Q. men furious and they openly threatened to withdraw.

On Thursday evening, 1st, I gave you a short report of the proceedings of the Convention for that day, not having the opportunity to write at length. The business related to constitution and by laws. There were over 100 resolutions offered on that business, all of which went to the proper committee. Many of them were similar in character and others were on subjects already provided for.

No. 8. To allow members of the B.I.F. to join the B.I.E. without leaving the B.I.F.

Rejected.

No. 23. To expel any member of the B.I.E. who allowed anyone except his fireman or regular engineer to handle his engine. The object of this was to prevent conductors or brakemen gaining a knowledge of running an engine.

Adopted.

No. 27. To vote by proxy for officers and delegates in Sub-Divisions. Rejected.

No. 34. Not to publish names of expelled or suspended members in journal, but to send circulars to Sub-Divisions. To keep this knowledge from Railroad Companies. Adopted.

No. 35. To have an advisory committee to ascertain number of engineers out of work, the financial conditions of all railroads etc. to be used as information in case of a contemplated strike.

Rejected.

No. 36. To have Grand Chief appoint a Paymaster. Rejected.

No. 37. Members withdrawing must deposit their card within nine weeks in another Division. Rejected.

No. 55. Members losing membership through drunkenness or non payment of dues to pay all dues and assessments that would have accrued before they can get into another Division. Rejected/

No. 56. To create another Grand Officer who shall act as instructor and organizer. Rejected.

No. 61. Similar to No. 8, with some additions relating to insurance. Rejected by tabling.

No. 64. S.G.A.E. to devote his whole time to the service of the B.I.E. This was an attempt to get in the intention of No. 56.

Rejected.

No. 67. To have a bureau of information. This was a dodge to get in No. 35.

No. 80. To exempt honorary members from all assessments.

Adopted.

No. 83. To levy an assessment in Sub-Divisions to create a fund to be at the disposal of the Grand Chief in case of a strike.

Rejected.

No. 84. Representation in convention in proportion to number of members, viz., one vote for each 100 or less. Tabled.

No. 87. Another effort to raise a strike fund. Too much tax on members now. Rejected.

No. 94. To raise a contingent fund in Sub-Divisions.

Rejected.

No. 95. No members to be initiated from a road on strike during the strike. This was specially intended to keep the Pinkerton s from getting men into the order. Adopted.

No. 97. Members wishing a final withdrawal card must give reasons therefore in writing etc. Adopted.

No. 99 Members must join Divisions on the road where they are employed. Adopted.

No. 73. Nominations for officers and delegate in Sub-

Divisions must be made at the meeting next preceding the election.

Tabled.

Committee recommend addition to standing rule No. 1 that each Sub-Division elect annually three members as a Local Grievance Committee. Chairman of each Local Committee on a system shall constitute a General Grievance Committee, each member of such Grievance Committee in settling a grievance shall have one vote for each fifty or less members in his Division. Tabled.

To raise the charter fee from $10. to $20. Adopted.

That all members reinstated, or coming from a defunct Division shall retake the obligation. Adopted.

That all rules govening Grievance Committees shall apply to the Legislative Committees and each member of such Legislative Committees to be furnished with credentials bearing the seal of his Division. Adopted.

After opening of the P.M. session the yea and nay vote was taken on all the resolutions collectively that were passed or carried by a hand vote and adopted by the constitutional two-third majority.

There was quite a wrangle over the payment of some expenses alleged to have been incurred by parties on the Pullman train from Chicago to Richmond and appropriations were made to pay some of ~~xhm~~ them.

The reports of committees on salaries, finance, life insurance, secret work, condolence and thanks were read and adopted.

Resolution No. 160. It has been proven that there is nothing to be made by strikes we offer our right hands in fellowship to other labor organizations and ask their co-operation with us in obtaining legislation looking to arbitration in all difficulties between labor and capital. Rejected.

No. 161. The B.I.E. congratulate Bro. Geo. W. Vroman on his nomination by the United Labor Party of the 30th District in Nebraska for the office of State Senator.

No. 162. The co-operative scheme of Delegate Bellons of Division No. 281 was read and laid over for action in the morning session. Grand Chief Arthur was called on for his opinion of the measure and denounced it and all similar schemes in round terms.

P.M. session closed at 5:00 P.M.

Friday, Nov. 2nd, 1888.

A.M. session opened at 9:00 o'clock.

Report of executive Committee was read and adopted. It showed that $8,350.00 had been given by that Committee in charity to widows, orphans, and disabled or poor members, with the addition of $500. to Jacksonville, Fla. Division No. 266, on account of Yellow Fever, and $200. to Bro. Kester of Division 32, who was shot and crippled by a "scab" whom he had attacked and assaulted on the C.B.& Q.R.R.

Messrs. Wm. Pearett, F. E. Carlisle and I. H. Vaughan were reported to the convention as "scabbing" on the C.B.& Q. and were by a vote of the Convention ignominously expelled from the order; the Division 375 to which they formerly belonged having become defunct on account of the trouble on the C.B.& N.R.R.

A loan of $300. was granted to Bro. Bissell, a C.B.& Q. striker on his bond and mortgage to save his property, which was threatened with seizure for debt.

The Grand Officers were instructed to present to Messrs. Wick and Jewett, officials of the Pullman Car Co., picture of this convention and the decorated train handsomely framed.

Some discussion came up here about the C.B.& Q. strike, and it got very warm, the strikers threatening what they would do if they were no longer supported by the order. They would get even etc. This brought the Grand Chief to his feet in a towering rage and he said he would never close the convention until something was done to settle the Q.strike. It had now been running for eight months with no hope or appearance of being won; the strikers came here and said they were sure to win, but they had not said how; their own witnesses have admitted before the convention that the Q.' had many good engineers and could go through the winter successfully; that the road had all the men it needed, and could get more when needed, and he saw no use in prolonging any further a hopeless fight that would drive many good men from the order, and arouse an antagonism that must work harm to us. Delegate Bellon's scheme was then called up and read for information. Let me here digress a little. Last evening a caucus of conservatives was held, and it was fixed to spring a trap on Bellon's and his faction. A number of conservatives were to join in with him and agree to advocate his scheme in the morning. Delegate Corkins was to change the wording of his resolution endorsing Arthur's plan for a committee of nine so as to get it in as a substitute for Bellon's resolution, and so be in order. After Bellon's scheme had been discussed a little Corkins was to offer his substitute and the conservatives were to abandon Bellons and rush the substitute through. It worked to a dot.. The Q. men who were all for federation, in advocating Bellon's measure gave an opinion which was taken advantage of by a conservative that broke them all up. At this point Corkins offered his substitute as follows:-

The B.L.E. expressed its sympathy with all other labor organizations, and pledges itself to a strict neutrality in any trouble that may arise between them and their employes. That we will co-operate with the firemen in the future as in the past, only through the Grand Officers of the two bodies. That we favor laws looking toward s labor and capital. That we will await the offer from other labor organizations rather than offer them ourselves. That we heartily endorse our Grand Chief's suggestion to appoint a committee of nine until Bro. Cavner as chairman to take up the matter of the C.B.& Q. strike with a view of settling it. In conjunction with the Grand Chief.

The vote was taken on the substitute after an effort had been made to table it, and by a large majority it was adopted.

Three or four of the Q.Committee sprang to their feet and yelled "you need not send any committee; we will settle the strike before they get there. You've left us, and we'll take care of ourselves."

A motion was then made and carried that no more resolutions or motions on co-operation or federation be entertained by this convention, and that the Grand Chief at once appoint and announce the committee of nine.

Committee of nine.

Cavner S.G.A.E., W. C. Hays, 180, Bellons 281, Perley 362, Logan 16, Humphries 34, Hollinrake 188, Kent 138, and LeMay 176.

It was determined that the action of this Committee is to be strictly secret. That Cavner and a portion of the Committee are to get all the information possible on the subject, and then convene the committee and decide what to do. If it is determined to call the strike off secret circulars to that effect are to be sent to all Divisions of the fact that strikers or others may apply to the Q. for work, but the Company is to be kept in complete ignorance of the matter. The Q.men look upon this as a virtual abandonment of their cause by the Brotherhood, and others take it as a settlement of the strike. There is not a Q.man on the Committee.

Some trifling matters occupied the time until 12:00 o'clock noon when the session was closed.

The P.M. session was passed in a kind of mutual admiration society by the members ventilating some of their ideas until 4:00 P.M. when the convention closed in peace and harmony(?).

After the close of the convention I made for the steamship and was joined by a number of other delegates, among them was L. B. Adams of 328. In conversation with him about the question put by Young of 307 to Hoge before the Convention about the authorship of the famous circular relating to Emery and Sal Soda, Adams said he had received one of the circulars and thought it could not be genuine, so sent it to the Division purporting to send it asking them if it was genuine to put the Division seal to it. It came back sealed, and he destroyed it without showing it to his Division, as he deemed it too atricious to be given to the men.

Delegate Gibb of 105 got home before I did and had some talk with the Elevated men on the business of the Convention.

By the time I got home this morning (Monday) his information had been pretty freely discussed, and I found all with whom I talked to be xxxxxx satisfied with the way the Q matter seemed to be going, except in the matter of the B.I.E. not receiving the B.L.F. men in their order. The firemen don't like that part of it at all."

Yours respectfully,

New York, Dec. 11th, 1888.

Sir:-

Our informant No. 1 is in receipt of a letter from one of the Grand Officers of the B.L.E., dated Cleveland, O., 6th inst. as follows:

"Your favors all here before me, have been very busy. Bro. P.M. returned from New York City well and in good spirits, made a splendid settlement, of which I suppose you are familiar with. He leaves to-night for Memphis, there is trouble there; and also on the Southern Pacific. The matter which was discussed at the Annual Meeting. I fear war there as both parties are determined to have it. There is fearful war of words and threats coming from the C.B. & Q. district from the switchmen because they are not to be carried along indefinitely by the B. of L.E. I am of the opinion they have had a snap, they are hot now and swearing vengeance on the B. of L.E. because we have deserted them and left them to the cold charities of this world, too bad. It only goes to show more and more that I was pretty near right in my sayings at Richmond and that was drop the whole thing. I think yet it would have been for the best. will soon have the minutes out if they will leave P.M. here long enough for me to work on them. With best of wishes to you and friends."

Yours Respectfully

New York, Dec. 3rd, 1888.

Sir:-

Our operative No. 1 further reports as follows:

Wednesday Nov. 28th, 1888.

"At 5:00 p.m. I went to the Grand Union Hotel and met Messrs. Arthur and Sargent and had supper. They expressed a wish to go to see the walkers at Madison Square Garden before going to the theatre, and we started out for the garden, and thence to the Academy of Music to see the "Old Homestead", for which Mr. Arthur paid. I had a talk with Mr. Arthur about his serving another term as Grand Chief. He said he would not; that he had a wife whom he loved better than the B.L.E. and the abuse he had received during the past year from the men had nearly driven her crazy, and that another term would either kill her or send her to an asylum; that he had gone to Richmond with the intention of resigning there, if he got any bad treatment, or any plan of federation was adopted, or some measures were not taken to settle the Q. strike. That the ingratitude of the Q. men since the convention towards him had been shameful. I asked him how the committee of 9 were getting along with the subject of the Q. He said they were at work and thought he would soon hear from them. He thought the Q. strikers would go to scabbing in the first strike the order would have, as a matter of revenge, if the order stopped paying them, and paying them longer would have to be stopped or the order would go to pieces. Arthur told me that he and Sargent had advised their men on the A.T. & St.F.R.R. system to offer to donate to that company ten per cent of their wages for four months as an appreciation of the course of Mr. Strong in not reducing their pay when the necessities of the company compelled them to reduce the wages of all the other road hands, and that the men would do it.

The two Grand Officers said they felt sure the R. & W. R.R. matter would all be fixed in the a.m. as the company had made a proposition and the men would accept it.

After the theatre I took them to Stewart's restaurant on 3rd Avenue near 14th Street for lunch, and at the table Sargent said, "What will we eat when we go to New Orleans?" Arthur replied, "I'm not going there until the men have seen Mr. Standford." Sargent said, "if they see him and have a good case against Ryan we need neither of us go. Iworked under him and he is a just man"-about the same as he said this morning. While we were at supper at the Grand Union Hotel a New York World reporter called on us and submitted to Mr. Arthur some MSS. of what purported to be a report of an interview with Arthur this a.m. Mr. Arthur read it over and struck out considerable of it and expressed himself as satisfied with the balance, so I suppose what appears in the a.m. edition of the World may be taken as his sentiments-all other papers to the contrary notwithstanding.

I left them at 42nd Street st/ation at 11:45 p.m. and do not expect to see them again during this visit to N.Y. Mr. Sargent will be in New York on a visit with his wife next month and will advise me of his coming."

Yours Respectfully

New York, Jan. 6th, 1889.

Sir:-

Our operative No. 2 reports as follows:

Saturday Jan. 5th, 1889.

'To-day in conversation with Woolsey and Jackson Bell of the Grievance Committee of Division 105, they said that a letter was received from the Grand office stating that the strike would be declared off on the Q. road under any circumstances, so as to enable the B.L.E. to get a footing on the C.B. & Q. once more, then after being recognized they would make the Q. road a Brotherhood road and not a scab road.

A meeting will be held one week from Sunday, 14th inst.'

Yours Respectfully

FOUNDED BY ALLAN PINKERTON.
WM. A. PINKERTON,
Gen'l Supt. Western Division,
CHICAGO.
ROBT A PINKERTON,
Gen l Supt. Eastern Div.
NEW YORK.
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KANSAS CITY, 105 & 107 W. SIXTH ST, C. H. EPPELSHEIMER, SUPT.
DENVER, 1 & 2 OPERA HOUSE BLOCK. JAS. McPARLAND, SUPT.

ATTORNEYS FOR THE AGENCY:
CLARENCE A. SEWARD, NEW YORK.
LEWIS C. CASSIDY, PHILADELPHIA.
D. W. MUNN, CHICAGO.

CONNECTED BY TELEPHONE.

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CHICAGO, JANY. 5TH. 1889.

H. B. STONE, ESQ.

2ND. VICE PRESIDENT C. B. & Q. R.R. CITY.

DEAR SIR;-

THE FOLLOWING IS AN EXTRACT FROM A LETTER JUST RECEIVED FROM OUR NEW YORK AGENCY IN REGARD TO THE OPERATIVE WORKING AMONG ENGINEERS;-

" AS PER YOUR REQUEST I SENT FOR OUR ENGINEER. HE IS THE SAME OPERATIVE YOU ATTENDED THE RICHMOND CONVENTION. HE SAYS THERE IS NO PROBABILITY OF THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS CAUSING ANY FURTHER TROUBLE TO THE C. B. & Q. R. R. OR ANY OTHER ROAD AT THE PRESENT TIME. THEY MAY MAKE SOME THREATS BUT THAT IS ABOUT ALL IT WILL AMOUNT TO. THE BROTHERHOOF OF LOCOMOTIVE ENGINEERS TO-DAY IS VIRTUALLY BANKRUPT. THE C. B. & Q. STRIKE COST THEM $700,000. AND LEFT THEM WITHOUT SUFFICIENT MONEY TO PAY THE AMOUNT VOTED TO BE PAID TO THE RICHMOND CONVENTION. THE ANNUAL DUES OF THE BROTHERHOOD ARE TWO DOLLARS PER YEAR. FOR 25,000 MEMBERS IT WOULD MAKE $50,000. BUT ONE HALF OF THIS AMOUNT ($25,000) GOES TO PAYING THE EXPENSES OF THE PUBLICATION ETC. OF THE BROTHER HOOD MAGAZINE. THESE DUES WERE TO BE PAID ON THE FIRST OF JANUARY SO THAT IF THEY ARE ALL PAID THEY WOULD ONLY HAVE $25,000. AVAILABLE MONEY. THE MONTH OF JANUARY ENDS THE THREE MONTHS ASSESSMENT OF TWO DOLLARS PER MONTH TO BE PAID FOR THE SUPPORT OF THE C. B. & Q. STRIKERS. THESE ASSESSMENTS HAVE BEEN VERY UNWILLINGLY PAID BY THE MAJORITY OF THE ENGINEERS IN THIS SECTION (EASTERN STATES) AND A GREAT

MANY HAVE NOT PAID THEM AT ALL AND AS THERE ARE NO VOLUNTARY ASSESSMENTS AFTER THIS MONTH THE OPERATIVE THINKS BUT A

SMALL AMOUNT WILL BE COLLECTED. KAVERNER OF THE CENTRAL PACIFIC WAS APPOINTED CHAIRMAN OF THE COMMITTEE APPOINTED AT RICHMOND TO MAKE THE FINAL SETTLEMENT OF THE C. B. & Q. TROUBLE. IN THE OPERATIVE'S OPINION THERE IS ONLY ONE WAY THEY CAN SETTLE IT NOW AND THAT IS BY DECLARING THE STRIKE OFF.

IN THIS CONNECTION I HAVE A LETTER FROM ANOTHER ENGINEER WHOM WE US AT TIMES AND WHO IS EMPLOYED ON ONE OF THE RAIL ROADS IN THIS CITY, AND WHOM WE HAVE USED AT TIMES TO GET INFORMATION. HE IS A MEMBER OF THE BROTHERHOOD AND IS DESIROUS OF GOING WEST. HE SAYS THAT HE LEARNS THAT THE STRIKE IS TO BE DECLARED OFF THIS WEEK AND WANTS TO KNOW IF WE THINK THAT THERE IS ANY CHANCE OF HIS GETTING EMPLOYMENT ON THE C. B. & Q. IF HE WENT OUT THERE. SOME MONTHS AGO HE EXPRESSED A DESIRE TO COME WEST BUT OWING TO HIS STANDING WITH THE BROTHERHOOD DID NOT WANT TO TAKE EMPLOYMENT WITH A ROAD WHERE THERE WAS A STRIKE IN PROGRESS.

YOURS TRULY

Robt. A. Pinkerton
GEN. SUPT. E. DIV.

K

R.A.P.

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VOL. I. NO 10.
CHICAGO, ILLINOIS, SUNDAY, MAY 6, 1888.
PRICE FIVE CENTS.

SPECIAL NOTICE
TO
BROTHERHOOD MEN,
KNIGHTS OF LABOR,
And Representatives and Friends of Labor Everywhere

THE CHICAGO
Sunday World.
AN
Independent, Non-Partisan Newspaper,
A NATIONAL WEEKLY,
WILL STAND BY YOUR RIGHTS
AND CHAMPION YOUR CAUSE.

[illegible] Honestly Conducted Special [illegible] Features will not be [illegible] other Matters, it will make [illegible] of Industrial Questions and Labor News and [illegible] and will [illegible] the Laboring Man a fair show.

IT IS OPPOSED TO
Trusts Monopolies, Corporate [illegible] [illegible] benefits that [illegible] to give [illegible] their [illegible].

IT IS IN FAVOR OF
[illegible] legislation [illegible] the Election of Honest and Capable Men to Office.

IT ADVOCATES
Practical Labor Organization [illegible] Applies.

IT WILL NOT ADVOCATE
[illegible] up-hold strikes unless [illegible] shown to [illegible] necessary and just.

IT IS THE ONLY NEWSPAPER IN CHICAGO [illegible] to be Brotherhood [illegible] the Truth [illegible] when all the [illegible] papers suppressed the Facts [illegible].

PASS IT ALONG. CALL ATTENTION TO IT.

A [illegible] as we feel warranted in doing so we will [illegible] a Daily Edition. [illegible] what [illegible] about it.

There is no better time to [illegible] such a [illegible] on the approach of the General Election when its influence may be brought to bear in the right direction.

Take advantage of the present opportunity to [illegible] the new paper. In this great [illegible] [illegible].

[illegible] of Divisions and Organizations will [illegible] favor by sending [illegible] of members that we may send them [illegible].

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COMMERCE.

CHICAGO BANK CLEARINGS.

Clearings for the week ending yesterday were $67,051,478, as compared with $88,[illegible] for the corresponding week last year. The largest day's business during the past week was on Wednesday, with $14,094,728 and the smallest yesterday with $10,519,155. Clearings for April [illegible] 7,69[illegible] 719 against [illegible] 80,[illegible] for April last year.

New York exchange was firm at 50@60c premium.

Money unchanged at 6@7 per cent premium.

CHICAGO MARKET QUOTATIONS.

On 'Change yesterday wheat closed a fraction lower at 83 [illegible] cents for July, corn a cent lower at 55 [illegible] cents for July, oats ¼ to ⅛ cent lower at 32 [illegible]@32½ cents for July. Provisions showed considerable strength early. Mess pork for July touched $14 35, and closed at $14 27.

UNION STOCKYARDS CATTLE RECEIPTS.

Yesterday's receipts of cattle at the Stockyards were 1,000 a large percentage of which were Texans, all sold, the natives ruling steady but the Texans sold substantially lower. Receipts of hogs [illegible],000, demand active, with a slight upturn in prices. Receipts of sheep 4,000 all sold and prices steady. Receipts for the week consist of 42,062 cattle, 82,[illegible] hogs and 20,188 sheep. As compared with last week, the receipts show a decrease of [illegible] 3,000 cattle, a decrease of [illegible] hogs and a decrease of 3,000 sheep.

NEW YORK BANK STATEMENT.

The New York bank statement at the close of the week's business, shows an increase of $2,053,550 in the cash reserve [illegible] last Saturday. The banks now have $[illegible] in cash over and above the amount required by law.

JAY GOULD CORNERED

JUDGE BARRETT OF NEW YORK ISSUES AN ORDER FOR THE "WIZARD" TO SHOW HIS HAND.

NEW YORK, May [illegible] Jay Gould, Russell Sage, and the other officers of the Missouri Pacific Railway company and the Missouri Kansas & Texas railway, had a disagreeable surprise party Friday afternoon, when they were served with an order to show cause why they should not be compelled to halt in their endeavors to get absolute control of the International and Great Northern railroad, and sever [illegible] from [illegible] the Missouri, Kansas & Texas. The order was procured from Judge Barrett in Supreme court chambers by Simon Sterne, who, with E. Ellery Anderson is the counsel for William Landon Bull and Wilson Martinsen who represent a majority of the stockholders of the Missouri Kansas & Texas. Mr Martinsen represents the stockholders in Amsterdam. He [illegible] own about [illegible] shares and Mr Bull represents the owners of about 100,000 shares in New York. There are in all about 464,000 shares, so they control a clear majority. At the [illegible] of the company, on May 16, they [illegible] oust the Gould board and put the Missouri Kansas & Texas into their own hands.

Physicians Going to Cincinnati

Some two or three hundred physicians and their families leave to-morrow night via the Monon route en route to Cincinnati to attend the meeting of the American Medical Association [illegible] that city on Tuesday next. [illegible] travel in luxurious style having made an arrangement with the Monon for a special train of magnificent Pullman buffet sleepers and palace coaches. When the doctors [illegible] on a [illegible] stop half way [illegible].

Charged With Killing His Niece

MERIDEN, Ct., May 5.—Dixon L. Cowles, the uncle of [illegible] Hoyle, whose body was found in a deserted [illegible] at [illegible], Mass., in October last, was arrested [illegible] night charged with her murder.

Is He A Stalking Horse.

Growing Belief that Judge Gresham Is Being Used by Designing Politicians as a Dummy for Blaine.

Convention Preparations—Designs of the Machine—New Quarters for the County Democracy.

Political attention is now turned entirely to the approaching National Conventions. The work of the St. Louis Convention is already laid out and is easily understood. Cleveland will be renominated for President and in all probability Gov. Gray, of Indiana, for Vice-President.

The Republican convention to be held in Chicago will possess the most interest for the country at large. Out of a multiplicity of candidates, a man to beat Cleveland is to be chosen. A certain interest attaches to the amount of Blaine enthusiasm that will be developed, and the country is also anxious to hear from the assembled Republican party wisdom on the tariff problem. At present Judge Gresham appears to be in the lead, but there is a widespread belief that he is being used by unscrupulous politicians as a stalking-horse for Blaine.

Yesterday the local committee of arrangements for the convention met with Messrs. Clarkson, Clayton, and Conger of the national republican committee in the rooms of the Auditorium association, Mayor Roche presiding. After some general talk about the accommodations that were to be afforded visitors during convention week, the committee listened to reports from its various members. Col. Clayton said that he and Mr Conger had visited the Auditorium building and were very much pleased with it as a convention hall. They both thought that it would be ready in ample time for the convention. It was reported that the $30,000 necessary to defray expenses had already been pledged and that most of the money had been collected. Under the escort of Mr Peck the committee then paid a visit to the Auditorium building to look over the ground more thoroughly.

INTENTIONS OF THE MACHINE.

As the June convention draws nigh one fact becomes more apparent. The "Plumed Possum from the Kennebec" is a candidate. The Chicago "machine" with George R. Davis at its head will throw Judge Gresham for Blaine if there is the slightest chance. Davis was pledged for Arthur in 1884 and threw him for Blaine. The delegates to the Republican convention from other districts of the state will have to get in line with the Davis machine, for he will be with the man who gets the nomination. Mr Davis is a politician.

THE COUNTY DEMOCRACY.

After having "harmonized" sufficiently, the Cook County Democracy have removed their headquarters. The old clubrooms at 115 Monroe street were too dark, and new ones have been secured at 110 Dearborn street, into which the big picture of Grover Cleveland and other belongings of the club were removed Tuesday last. The County Democracy now have three large floors which are being fitted up in fine style.

THE REPUBLICAN STATE TICKET.

In a convention devoid of excitement, but in which Judge Gresham's name was received with great enthusiasm, the Republicans at Springfield on Wednesday nominated the following State ticket: For Governor, Joseph W. Fifer, McLean county; for Lieutenant-Governor, Lyman B. Ray, Grundy county; for Secretary of State, Isaac N. Pearson, McDonough county; for Auditor, Charles W. Pavey, Jefferson county; for Treasurer, Charles Becker, St. Clair county; for Attorney-General, George Hunt, Edgar county.

CANDIDATES IN THE WET.

Some of the Republican delegates to Springfield were reminded of what may overtake them in November by a little arrangement they encountered in Shaw's dispensary of ambient fluids at the State capital. A telephone adorned the wall, and the bartender could ring the bell by pressing a button behind the counter. He was too busy to answer it, and would request some customer to do so. The obliging customer would get no answer, and would ring up and talk desperately. Suddenly the door of the telephone opened and a figure of Punch appeared, while a stream of water struck the talker in the face. Several of the candidates were wet down, and then they had to wet up the whole thirsty crowd in the place.

A FIGHT WITH NEGROES.

A NEGRO LYNCHING LEADS TO A FIGHT BETWEEN WHITES AND NEGROES.

[Special to the SUNDAY WORLD]

MONTGOMERY, Ala., May 5.—Lowndes county, Alabama, is undergoing much excitement growing out of the recent lynching of a negro murderer by a white mob. The negroes have been threatening vengeance and on Friday, the Sheriff, with a posse went to Sandy Ridge and arrested [illegible] negroes. On the way back to Hayneville, the county seat, the posse encountered a body of armed negroes. A conflict ensued in which Deputy Sheriff Rice Merriwether and [illegible] Cook (whites) were wounded and two negroes probably killed. After several [illegible] the negroes dispersed [illegible] to be [illegible] again in large numbers. The Sheriff has telegraphed to the Governor for troops and the Grays, Blues and Mounted Rifles have left for the scene of the conflict.

A Victory for the Pullman Company.

[illegible] between the Pullman and Wagner [illegible] was decided Wednesday morning by Judges Blodgett and Gresham in favor of the Pullman company, and enjoining the Wagner company from further [illegible] on the Pullman patents, [illegible] the claim of the Wagner [illegible] that vestibule cars have been in use in other countries before Pullman obtained his patents. The decision gives the Pullman company a monopoly of the manufacture of vestibule [illegible] in this country.

THE DAY APPROACHES.

Zep'r Davis the Brutal Murderer of Maggie Gaugan to Hang Next Saturday.

THE CRIME AND THE DESPERATE CRIMINAL—ATTEMPTS AT SUICIDE.

If the unexpected does not intervene by this time next week the body of Zephyr Davis, the brutal murderer of Maggie Gaughan will be ready for burial. An attempt to gain executive clemency for him is being made, but such a brutal crime must be expiated on the gallows. As the day of execution draws near the fiend begins to show his true disposition. A more craven-hearted wretch is not within the confines of the county jail. His various attempts at self-destruction are well known. His murderous assault on the physician a short time ago only serves to illustrate that he is naturally a vicious monster. The crime for which his life is to pay the penalty was as hideous as any in the annals of crime in this city. Maggie Gaughan was a child. She was employed in a shoe store on State street, where Davis performed a menial task. Early one morning, while she was alone in the store, Davis approached the innocent, and no one knows what happened, except that, with murder in his heart, he brained her with a hammer. To hide his crime as best he could, he stowed the mutilated remains of his victim under a stairway. Later on the body was found. Davis was missing, and at once suspicion pointed to him as the murderer. The police—everyone—took a hand in running down the murderer, and within 48 hours he was captured about 100 miles from Chicago. He was removed to this city, tried, convicted and sentenced to be hanged. The law's decree will be carried out next Saturday, between the hours of 10 and 2 o'clock. His conduct during the past four days has been such that Jailor Folz has deemed it prudent to place manacles on his wrists. He is utterly broken up; his former braggadocio has deserted him, and now nothing but curses and howls of rage resound throughout the corridor in which he is caged. He occupies the cell in which Louis Lingg, the anarchist, passed his last hours, and is under the eye of a death watch.

THE GALESBURG SHOOTING.

MURDER COMMITTED BY ONE OF THE "COMPETENT" BURLINGTON SCABS.

Herbert B. Newell an old-time employe of the C., B. & Q. railroad, was shot and killed by Albert W. Hedberg, at Galesburg, last Saturday evening, and [illegible] Cable another ex-employe, badly wounded. The testimony adduced at the inquest shows that Hedberg had threatened to shoot any striker who interfered with him, and the evidence of persons who were near the scene of the tragedy went to prove that there was no disturbance prior to the shooting. The victims of Hedberg's crime were generally respected by the community, and feeling at one time ran so high as to induce the Mayor of the town to take extra precautions to prevent an outbreak on the part of the enraged citizens, who considered the crime an unjustifiable and cold blooded murder. Newell had been in the employ of the Burlington road for 18 years prior to the strike, and Cable's term of service for the company was also a lengthy one. From the murderer's own statement, it would appear that the victims of his fiendishness had never threatened him. Three shots were fired by the murderer, and three chambers of his revolver were found empty after his arrest.

A FAMILY CREMATED.

SEVEN PERSONS PERISH BY FLAMES AT A FARMHOUSE.

[Special to the SUNDAY WORLD]

ARLINGTON, Neb., May 5.—A disastrous fire was discovered about 6 o'clock in the morning of Friday last, on the farm of Widow Freeze, which was at first supposed to be the barn of her son-in-law, who resided with her. A party of citizens who investigated the matter some two hours later were horrified at finding the charred remains of seven human beings, only identified by their statures as old Mrs. Freeze, Fred Grateluschen, his wife and three children, and Fred's brother Louis, scattered in different parts of the barn among the horses and cows, fifteen of which were also burned. One theory is foul play. Some think that one of the family tried to save an animal and all failed and were suffocated suddenly. It reported that the hired man cannot be found. The wife of Fred Grateluschen was found under a horse. The coroner has been summoned.

Wreck of a Burlington Freight Train.

Thursday night a freight train composed of 50 cars nearly all of which were empty was wrecked near the Stockyards. The train was pulling out for the Louisville & New Albany yards at Forty-ninth street and was manned by a new force of men. After the engine and three cars had passed the switch, it was opened by some person and the rest of the train was badly wrecked, the tracks being strewn for half a mile with the debris, and three tracks completely blockaded. The switchman was picked up insensible at Forty-fifth street but stated on recovery that three men boarded his car at Thirty-seventh street robbed him of his papers and beat him with some blunt instrument. There is no foundation for the statement that the wrecking was the work of the strikers. Probably some of their sympathizers may have allowed their zeal to outrun their discretion, but it is one of those casualties for which the striking employes of the company cannot be held responsible, subsidized newspaper reports to the contrary notwithstanding. So far the Brotherhoods of Locomotive Engineers and Firemen have conducted their business in a manner that has won for them the approval and commendation of all unbiased people. At latest [illegible] the switchman was in a precarious condition.

Read the only reliable paper published in Chicago.

That Suppressed Interview.

What Chief Arthur of the Brotherhood of Engineers Said to Chicago Reporters

NO PROSPECT OF A CHANGE IN THE STATUS OF THE "Q" STRIKE—THE INTER-STATE INVESTIGATION.

Chief P. M. Arthur, of the Brotherhood of Locomotive Firemen, was in Chicago early in the week and departed for Cleveland Wednesday [illegible]. He was interviewed Wednesday morning by reporters of nearly all the Chicago papers and the interview was suppressed. The following is the interview [illegible] questions being by a reporter for a morning paper:

Q. How is the strike progressing, Mr. Arthur?

A. I have no reason to be otherwise than satisfied with the strike up to the present time. The Brotherhood have not lost a point.

How is the "Q" doing, and what do you think of their [illegible]?

I only read [illegible] statements in the public press, and those on the side of the company. They [illegible] to be doing very well. Reliable reports from our men contradict such [illegible].

How about the engineers? Is there liability of accidents on the "Q"?

Their engineers are not reliable or competent. A man who drinks who is in the habit of taking [illegible] on the engine, is not reliable. [illegible] personal knowledge. [illegible] have met [illegible] employ who were discharged from [illegible] three different [illegible] association, and men who have been [illegible] from the Brotherhood for drunkenness [illegible] general [illegible].

What do you [illegible] equipment and the [illegible] handling, and [illegible] recruits the road without [illegible] Brotherhood?

I have not [illegible] road, nor do not know its [illegible] personally, but I have read a number [illegible] reliable reports. [illegible] cannot start their road with good competent [illegible] engineers for a year [illegible] without drawing upon the ranks of the Brotherhood. I base my opinion upon facts. There are not enough engineers in the [illegible].

Will you take [illegible] part in the investigation by the Inter-State Commerce Commission?

I [illegible] of the Inter-State Commission [illegible] my presence I will certainly attend.

What [illegible] will the Commission pursue?

I do not know what course they will pursue. Probably they will inquire into the cause of the strike and the present condition of the road as affecting commerce. I have hopes that the investigation covering States along the entire system will result in great good, both to the traffic of the country and the standing of our order. They have the power to summon witnesses from every State and to submit certain recommendations in their report. They might recommend the appointment of a Board of Arbitration in case of strikes like this. I once thought it might do it, and make arbitration compulsory. I believe the Brotherhood would be willing to submit any differences or grievances they might have to such a board.

Is there any prospect of a change in the status of the Brotherhood on the strike?

There is no prospect of change on our side. We have been confident from the start, and are yet. There is no change in the determined stand of the Brotherhood in this strike.

THE TRUE SITUATION.

The same day of the above interview the Chicago papers declared the strike had been ended by the Brotherhood; repeated it the following day and have been at it ever since. There is a demand for the meeting of the Inter-State Commerce Commission, and it cannot be held any too soon. A clearly defined conspiracy exists between a wealthy corporation and venal newspapers to misrepresent the true condition of the Burlington road and commercial interests along the system, and to break down a reputable and conservative organization of 60,000 skilled workmen, or, including the allied Brotherhoods, more than 100,000.

The report of the Illinois State Board of Warehouse and Railway Commissioners has been suppressed, and the Burlington management is now bending every effort through railroad attorneys and Congressmen at Washington to delay and prevent the meeting of the Inter-State Commission until after their annual meeting of stockholders in Chicago May 16th, when the present management expects to be re-elected. Whether this despicable conspiracy against American workingmen will succeed in its object remains to be seen. Chief Arthur and the Brotherhood will never declare the strike off. If their words are to be relied upon, and if the Burlington railroad wreckers can hold out long enough the result will be the abandonment of the road by the Brotherhood of Locomotive Engineers.

It has been expected that the Inter State Commission would commence in Chicago to-morrow, but inasmuch as Judge Cooley, the chairman, was attacked by illness and his work delayed for several days, the promised investigation will doubtless be delayed for several days yet.

A Smash-Up at Aurora.

AURORA, Ill., May 2.—At Bristol station, the second [illegible] of Aurora, yesterday morning at 9 o'clock and [illegible] minutes engine 175 on the "Q" ran into way car 169, overturning the engine, smashing the way car and derailing 16 box cars. The engineer was incompetent. The fireman had three ribs broken. Wreck not cleared up until May 2 at [illegible] p. m.

Small Pox in Mexico.

RIO GRANDE CITY, Tex., May 5.—Small pox is epidemic at Camargo, Mexico, just across the river. The people are dying at the rate of ten per day, while great numbers are crossing the line to escape the epidemic.

AFFAIRS ABROAD.

The German Emperor's Condition Improved—Fears of Cholera in Spain.

PLANS FOR IRISH GOVERNMENT—THE SULTAN OF MORROCCO SUBMITS—THE EXECUTION OF JAMES KIRBY.

GENERAL FOREIGN AND TELEGRAPHIC.

THE EMPEROR'S HEALTH IMPROVING.

BERLIN, May 5.—The Emperor passed a tolerably good night. He arose and received a verbal report from Gen. Albedyle. The Emperor's temperature during the past twenty-four hours has been the lowest since the fever began. He repeated his efforts to walk to-day, and this time was successful. He walked up and down his apartment. His appetite is good.

A CHOLERAIC EPIDEMIC IN MADRID.

MADRID, May 5.—An epidemic prevails in this city. It is feared that the disease is of a choleraic nature, and its spread is attributed to the extreme heat and the drinking of impure milk.

A CONFERENCE WITH GLADSTONE.

DUBLIN, May 5.—The *Belfast Whig* states that Mr Gladstone gave an audience to three Parnellite members of Parliament on Thursday. Lord Roseberry was also present. The subject discussed was a proposal to draft an Irish Local Government scheme as a stepping-stone to home rule. Mr Gladstone, in a letter, says the schism of the dissidents, the great question of Ireland and the secondary, though highly important question of the weakened powers of Liberalism, have proved more disastrous than he could anticipate.

BOULANGER AS AN AUTHOR.

PARIS, May 5.—Gen. Boulanger has sold the manuscript of his book on the German invasion for $40,000. The work will be published in periodical numbers.

JAMES KIRBY'S DOOM.

NEW YORK, May 5.—A Dublin cable says: Unusual precautions have been taken by the authorities to prevent disorder at the execution of James Kirby, which takes place in the County jail at Tralee next Monday. The town is filled with soldiers to overawe the people, who believe that Kirby is guiltless of the crime for which he is to suffer. To all who have seen him since his conviction he has stoutly protested his innocence of the murder of Patrick Quirk, for which he has been convicted.

CRIMES ACT TRIALS.

LONDON, May 5.—The magistrates trying the case of Mr Condon, member of Parliament at Michelstown, for offenses under the Crimes act, will postpone judgment pending a decision of the Court of Queen's Bench on the legality of the proceedings of the grand jury which indicted Mr. Condon.

THE AMERICAN EXCHANGE.

LONDON, May 5.—The Court has ordered an adjournment of the hearing of the petition to liquidate the affairs of American Exchange in Europe with a view to the reconstruction of the concern.

WILL DEMAND MORE WAGES.

LONDON, May 5.—The Midland iron and steel workers will demand an advance of wages in a month.

THE NASHVILLE RACES.

GREAT INTEREST EVINCED IN A FINE SERIES OF TURF EVENTS.

(Special to THE SUNDAY WORLD.)

NASHVILLE, Tenn., May 5.—The races to-day, were largely attended, and a fine series of turf events attracted great interest.

In the first brush, seven horses ran, finishing: Kidnap 1, Navigation 2, Fred Fink 3.

Second race. Lisland 1, Parish 2, Duel 3, 10 ran.

Third race, Persimmons 1, Comedy 2, Hilda 3. Eight horses ran.

Fourth race, Lafitte 1, Balance 2, Tenpenny 3. Eleven horses ran.

Fifth race, Whitemore 1, Leo H. 2, Jacobin 3. Three horses ran.

Sixth race, Paragon 1, Terracotta 2, Volante 3. Six horses ran.

More Wrecks on the "Q."

LINCOLN, Neb., May 1.—There is not much to tell to-night that I know of. Engine 98 broke down somewhere and came in one side; there was a freight left Hastings on the night of the 30th, they slipped an eccentric between Exeter and Friend, there was two crews there and they could not set it. The passenger No. 3 was waiting for them at Friend, but got tired of waiting and went out and met them. Well they finally disconnected the engine and got her so that they could get her to Friend light. They did not lay No 3 out only five hours; how is that for competent work. One of the Reading men left here yesterday for home.

I heard they had some kind of a wreck on a stock train near Grand Island, last night, but don't know what it was, the flyer has been late now for two days both ways. All O K here. SAM. KIMBALL.

CRETE, Neb., April 30.—The people here are getting very restless in consequence of the strike on the B & M. Earnest talk is being indulged in for and against the railroad and the engineers with the prospect of an indignation mass meeting in condemnation of the way in which the merchants, shippers and people generally are being treated by the company. When it takes four days to ship stock from here to Omaha, a distance of 90 miles it is high time that the people should take a hand in and say who owns the state, the railroad or the engineers, and let the railroads know that the people have some rights that even corporations and societies are bound to respect. They think that this strike has gone far enough, and they are not called upon to suffer because a railroad and its engineers cannot agree.—*Creston, Ia Gazette.*

Read the only reliable paper published in Chicago

Bad Wrecks on the "Q."

A Large Variety of Fatal and Expensive Accidents on the Beleagured Road.

MEN KILLED, THE FAST MAIL DELAYED AND MANY LIVES OF PASSENGERS ENDANGERED.

A New Manager Demanded.

[Special to THE SUNDAY WORLD.]

AURORA, Ill., May 5.—In the accident on the "Q" at Bristol station, May 1, report of which is made elsewhere, the damage to wrecked cars and engine was $5,000. The through freight had been [illegible] at Plano, the first station west of Bristol, that the local would stop and do work at Bristol. Had the local been a passenger train many lives would have been lost.

At the east end of the yard here Wednesday there was a wreck in which two way cars were smashed, and a switchman hurt so badly that he died yesterday morning. Several main line trainmen were also injured.

Thursday evening, while the cannon ball freight was pulling out, a switch engine ran into the side of the train, damaging the switch engine badly, and running three cars over into the street between the Fremont and Empire hotels.

A wreck occurred also in the yard, near the coal shutes, and the fast mail very nearly ran into it. The fast mail was delayed 30 minutes.

Ed Tiffing, one of the new men of the "Q," was arrested Thursday for highway robbery.

Close Calls at Lincoln.

LINCOLN, Neb., May 5.—The B. & M. have had several close calls for collisions at Exeter, Berks, Denton and Germtown in the last week, and the conductors say the scabs do not, and most of them cannot, read train orders.

A B. & M. scab on passenger engine ran into a Missouri Pacific passenger at Atchison, on the crossing. Engine and train badly damaged.

A traveling man on No. 1 B. & M. "Flyer" says they pulled out of Exeter three miles and backed up to town again, and just got out of the way when a freight [illegible] by.

Passengers travel through Hastings since the wreck at Alma. Stock train is in the ditch near Aurora, and man reported killed. Many engines are dead, cylinders bursted, and machines otherwise wrecked.

A Large Stockholder Kicks.

BATAVIA, Ill., May 5.—J. P. Van Nortwick of this place, holding a million dollars of Burlington stock, says there must be a new management or the road must go into the hands of a receiver. Other members of Mr. Nortwick's family are stockholders to a large amount.

The Strike in Chicago.

The Burlington general offices in Chicago are still wearing a look of gloom throughout all their departments, and Mr Paul Morton is beginning to realize that he has received a very black eye. The stockholders throughout the country are beginning to kick and to demand a change of management. Letters from Boston announce that several large eastern stockholders will take a hand in the meeting on the 16th.

The actual car mileage of the "Q" for the month of March was only 42 per cent. of what it was in March 1887, or 10,500,000 miles for March 1887, and but 7,000,000 miles in March 1888. This work was all done in Illinois and Missouri. April mileage shows a corresponding decrease. The figures are from their own books and are correct. This showing of immense loss is supplemented by a bill of damage to engines and cars amounting to half a million dollars, not to mention the loss to stock holders through the depreciated stock. No wonder they kick, and no wonder Stone and Morton wish the strike were over.

ATCHISON, Kan., May 4.—Yours at hand, and finds us all solid to a man, and intend to stay so until we get our contract signed or bankrupt the C. B. & Q. road, we are not very particular which, but one or the other we are bound to have, and we will never let up until we get it. We had a little fun here to-day. The K. C. plug train, engine 5, was coming across the bridge and ran into the Mo. P. passenger train at this end of the bridge, on the crossing. The scab on the K. C. engine 5 hit Mo. P. train between engine and tank, knocked Mo. P. train off the track, and broke in front end of baggage car and spring truck wheels in engine tank. The K. C. 5 had one side about stripped, the pilot and front end and steam chest and pump and left forward driver knocked off, driving axle broke square off at the hub. The Mo. P. engineer stopped for the crossing, and had a right to it, but the scab on the K. C. never stopped [illegible], and did not see the Mo. P. train until they hit. I have got it from good authority that he is a near-sighted and color blind man. This is the kind of stock that the "Q" runs the lives of innocent people with nowadays. The K. C. main line train was off the track over at the junction opposite Atchison all night last night. I could not get the particulars. Reports from all along the line are good, and everything has to come our way. The "Q" can never succeed without us, and don't you forget. Fraternally,

P. O. FRASER.

RAVENNA, Neb., May 2.—Train No 4 of Friday was abandoned at Aurora on account of engine 188 dying on them there. [illegible] of April 28 arrived next day 20 hours late. She was [illegible] hours making Ravenna from Aurora. There has been no freight west since Friday. [illegible] told [illegible] had been on duty [illegible] hours and was allowed [illegible] time for [illegible]. The merchants here complain very much about the length of time it takes to get goods from Lincoln and Omaha, being from eight to twenty days en route. One man here ordered a car [illegible] from Chicago about the last of February. It has not arrived yet. Freight trains west from here to Alliance from 20 to 60 hours late. [illegible] at Ravenna.

Read the only reliable paper published in Chicago.

THE WORLD'S SPORTS.

The Washington Ball Club Encounters a Cyclone at the Chicago Park.

RECORD OF THE WEEK ON THE DIAMOND AND TURF.

At the Chicago ball park yesterday afternoon, in the presence of 4,000 people, Anson's sluggers literally wiped the earth with an aggregation styled the Washington Base Ball club. The latter broke into Chicago Saturday morning and are now a much wiser lot of men. The famous Hank O'Day, who won his pure as a ball player on the West side prairies, appeared in the box for the visitors. There was a large number of old friends present who hated to see Hank pounded. He's a terror to Eastern clubs, but had to give in when he faced the black box. He pitched a good game, however, and before the series is closed will no doubt bother the Chicagos. He was "received" by Deasley, who also played a good game. The reason, and the only one that the Senators lost, was because they couldn't successfully diagnose the delivery of Van Haltren, the Southpaw. Darling was in front of him and took care of everything that entered his bailiwick. Hoy, the famous Capitol City Slugger, was the only man that hit the leather as it should have been hit. He has two base hits to his credit. O'Brien, a Chicago boy and a wonderful pounder, sawed wind or went out on easy hits every time. He disappointed his friends. Valentine was the umpire, and he has shown no partiality. He done well. The Chicagos scored in the first, second, fourth, fifth, seventh and eighth inning. It was almost 1, 2, 3 order for Cleveland's men. None of them ever cultivated the acquaintance of the individual on third base. The Chicagos made a number of errors, and Washington did the same. However, it was an enjoyable game.

The Week's Record

NATIONAL LEAGUE GAMES.

Saturday, May 5—Chicago 10, Washington 0; Boston 5, Detroit 4; Indianapolis 11, New York 6; Pittsburgh 3, Philadelphia 4.

Friday—Chicago 11, Indianapolis 7; Detroit 8, Pittsburgh 4.

Thursday—Chicago 7, Indianapolis [illegible], Washington 9, Philadelphia 8, Detroit 18, Pittsburgh 13; Boston 6, New York 3.

Wednesday—Chicago 5, Indianapolis 3, Philadelphia 5, Washington 2; Detroit 10, Pittsburgh 1; New York 4, Boston 2.

Tuesday—Chicago 8, Indianapolis 4; Detroit 10, Pittsburgh 1; New York 6, Boston 5. Philadelphia 12, Washington [illegible].

Monday—Pittsburgh 6, Chicago 3; Detroit 13, Indianapolis 1. Boston 4, New York 3, Philadelphia 3, Washington 1.

AMERICAN ASSOCIATION GAMES.

Friday—Kansas City 4, Cincinnati [illegible]; St Louis 7, Louisville 5.

Thursday—Brooklyn 9, Baltimore 7, Cincinnati 14, Kansas City 0; Cleveland 8, Athletics 4; Louisville 7; St. Louis 4.

Wednesday—Cleveland 10, Athletics [illegible] Brooklyn 9, Baltimore 3.

Tuesday—Brooklyn 2, Athletics [illegible] Cleveland 12, Baltimore 7; Cincinnati 18, Louisville 2; St Louis 8, Kansas City 1.

Monday—Brooklyn 7, Athletics 3, Cincinnati 6, Louisville 5, Cleveland 6, Baltimore 3.

The Clubs' Standing to Date.

The position of the clubs comprising the National league and American association at the close of yesterday's games, was as follows:

NATIONAL LEAGUE.

Clubs	Games Played	Won	Lost
Chicago	13	11	2
Boston	13	11	2
New York.	13	7	[illegible]
Detroit	13	[illegible]	6
Pittsburgh	13	5	[illegible]
Philadelphia.	13	[illegible]	[illegible]
Washington	13	2	10
Indianapolis	13	3	10

AMERICAN ASSOCIATION

Clubs	Games Played	Won	Lost
Cincinnati	14	10	[illegible]
Brooklyn	15	10	[illegible]
St Louis	11	7	[illegible]
Athletics	14	[illegible]	[illegible]
Baltimore	13	6	[illegible]
Louisville	14	[illegible]	[illegible]
Cleveland	14	[illegible]	[illegible]
Kansas City	11	[illegible]	[illegible]

WESTERN ASSOCIATION

Clubs	Games Played	Won	Lost
Des Moines	3	[illegible]	[illegible]
Omaha	4	4	[illegible]
Chicago	[illegible]	[illegible]	[illegible]
St Louis	4	[illegible]	[illegible]
Milwaukee	4	[illegible]	[illegible]
Kansas City	[illegible]	[illegible]	[illegible]
St Paul	[illegible]	[illegible]	[illegible]
Minneapolis	4	[illegible]	[illegible]

NEW YORK'S WALKING MATCH

THE PREPARATIONS IN PROGRESS AT MADISON SQUARE GARDEN

[Special to THE SUNDAY WORLD]

Final arrangements for the great go-as-you-please walking match, which commences this (Sunday) midnight, were [illegible] about 8 p m last evening. [illegible] decided to divide the gross [illegible] equal parts, half going to the contestants and half to the management. The man getting first place is to get [illegible] cent of the money going to the [illegible]. [illegible] Kennedy, of the [illegible] will act as referee. [illegible] of the [illegible] and James McDonough [illegible] Edward Plummer and Samuel [illegible] will be chief scorers. The starters [illegible] Cartwright [illegible] Golden, Moore [illegible] George Connor, [illegible] Saunders, Cox, McEvoy, Albert [illegible] Nolan, Stein, Schroeder [illegible] [illegible] the [illegible] favorite.

Sullivan and Kilrain

A Boston [illegible] Phillips Sullivan's manager, [illegible] a telegram stating that Kilrain [illegible] fight Sullivan if the entire $5[illegible] [illegible] said. That is [illegible] satisfactory [illegible]. Now that Kilrain says he is willing to fight, let [illegible] cover my money [illegible] up and the [illegible] money for Sullivan's side will be posted at once. We want business only, and the sooner [illegible] money goes up the better. Details can be settled afterward."

FASHIONS.

Small flowers in millinery have established precedence, being massed in bouquet style, in [illegible] outlining crowns, [illegible] bonnets are made entirely of them. Medium sized flowers are not [illegible] however, and here the choice [illegible] roses and poppies, with fair [illegible] of chrysanthemums and asters. In the way of material, net and tulle are [illegible] and now and then small [illegible] up from beneath a covering of [illegible] the other of those sheer fabrics. [illegible] does the present rage [illegible] conspicuous than in [illegible]. [illegible] bonnets are made of [illegible] laces or braids of like [illegible] galloons confine sheer [illegible] or net, trimmings are [illegible]. Insects or pins and [illegible] may support metallic [illegible]. [illegible] ribbons are extremely fashionable [illegible] hats and bonnets are made of [illegible] loops than formerly [illegible], to the exclusion of flowers [illegible] placed in that Alsatian [illegible] or less pronounced [illegible].

[illegible] gowns striped with [illegible] lace, with dainty [illegible] to match, and immensely broad [illegible] ribbons, are among the [illegible] dresses for debutants and bridesmaids. [illegible] pointed French bodice [illegible] is much used for similar [illegible] Francaise, with a scarf of [illegible] net, or lace draped [illegible] shoulder to the right hip, [illegible] knotted and fall to the foot of [illegible] skirt. These scarfs are [illegible] in the pale lovely colors [illegible] primrose ecru, rose pink [illegible] over silk gowns of the same [illegible]. There are also Louis XIV scarfs of [illegible] with an embossed border [illegible] flowers in natural tints. [illegible] over gowns of plain [illegible] India silk.

FASHION NOTES.

[illegible] show careful adaptation [illegible] colors in dress goods. [illegible] extremely fashionable, so [illegible] parasols, eight ribs [illegible], with long ferrule [illegible] wood, which at times [illegible] ivory inlaid or oxydized [illegible] often covering the [illegible] many pretty devices [illegible] parasols conform to dress material [illegible] show shaded stripes, while all [illegible] plain fabrics and exponents [illegible].

[illegible] material suitable for even[illegible] smocked front and back at [illegible] shoulders. Another style is [illegible] the shoulders, and crosses at the [illegible] fashion showing a V [illegible] and back made tulle covered [illegible].

[illegible] heavy stitched, but not [illegible] finish, but thick [illegible] even for silk. Tan or gray [illegible] and match tan or gray [illegible] worn with dresses of any color.

[illegible] feather trade of South Africa [illegible] that the feathers which [illegible] now bring only $7 50 [illegible] has declined [illegible].

New black silk [illegible] elaborately braided [illegible] fasten with one button, and then round off over a vest of white pilot cloth closed with handsome pearl buttons.

[illegible] growing wider but the difference [illegible] made entirely in the back widths.

* * *

The Burlington Management

[illegible] the Chicago Sunday World of April 1.]

[illegible] on horseback, in a haste to get [illegible] discovery is made that [illegible] friends will not hesitate to push [illegible] to the utmost even though [illegible] the interests they are [illegible] with jealous care, and [illegible] their friends. It has cost the [illegible] stockholders about $20,000,000 [illegible] to a profitable conclusion [illegible] the little clique of officials [illegible] would have saved money by [illegible] the rascals a purse of [illegible] them before the op[illegible] "busting" the property [illegible] could be saved by [illegible] out into the street be[illegible] can carry their ruinous policy to [illegible] end.

The capital stock and bonded debt of the [illegible] in round figures. The [illegible] up a little more than $76,000,000 and the bonds to a little less than $74,[illegible]. Last October when the jack-leg [illegible] officials [illegible] selling short the [illegible] their own company, the stock was [illegible] per share. It is now prac[illegible] at $11[illegible] and it would not [illegible] pressure to break it to par. It [illegible] per cent dividends, [illegible] be many a year before it can [illegible] percentage on its stock [illegible] fixed charges are paid. It is rottener [illegible] when young Bob Garrett [illegible] property into bankruptcy.

It should be a penitentiary offense for [illegible] of railroads or corporations of any kind to speculate in the stock of their own company [illegible] when they must [illegible] thereof to ruin.

* * *

Settlers Eager for Land.

A [illegible] of people have gone to the [illegible] Montana reservation to locate ranches, mines and town sites, and the desirable valleys are fairly covered with [illegible] apparently being [illegible] the famous hay grounds [illegible] as well as civilians are on the ground, and when news comes that the [illegible] to be a rush. [illegible] Fort Assiniboine is [illegible] tents of the squatter [illegible] the valley of Milk [illegible]. There [illegible] lead lode in the [illegible] that was located sev[illegible] good that sev[illegible] watching to locate [illegible] well as to prospect for others.

* * *

[illegible] two cents per mile fare had [illegible]. Representative [illegible] the following resolution: [illegible] we view with fear and alarm [illegible] upon the time-honored [illegible] rights of legislators to [illegible] they can get for [illegible].

[illegible] effort has been made to [illegible] them to pay railroad [illegible].

[illegible] fear the result of [illegible].

* * *

[illegible] their interests [illegible] in circulation [illegible] World and making [illegible] for advertising [illegible].

IN THE CITY.

The ceremony of laying the [illegible] stone of the Belden Avenue [illegible] church, northeast corner of Halsted [illegible] and Belden avenue, took place at [illegible] Tuesday afternoon. Addresses were [illegible] by Hon. J. B. Doolittle, the Rev. [illegible] Parker, D. D., B. F. Jacobs and the [illegible] H. B. Barbour, who laid the stone in which were deposited the constitution and by-laws of the church. Copies of the daily papers of Chicago, a copy of the New Testament carried through the war of the rebellion from '61 to '65 by Dr. [illegible], a picture of William Penn treating with the Indians, a piece of the [illegible], an old Assyrian coin from the reign of Tiglath Pileser, who reigned from [illegible] to 730 B. C., a piece of the timber of the old ship Constitution, etc. The ceremonies were followed by a supper after which recognition services were held at 8 p. m. in the Church of the Covenant, when [illegible] W. Needham, the Rev. G. C. Lorimer, D. D., the Rev. D. R. Breed, D. D., and [illegible] C. Kohlsaat delivered addresses.

President Senne's report on the condition of the county finances presented at Monday's meeting of the Board, was principally a review of the period extending from September 1, 1887, to March 1, 1888. It was shown that the past eight months included the winter and were much more expensive than the ensuing eight months will be likely to be, and that the funds on hand will be ample to meet all expenses until January 1, 1889, as contemplated in the retrenching and reform policy of the new Board. Mr. Senne also suggested the practicability of erecting a building on the hospital grounds to accommodate 100 inmates and provide a suitable court for insane cases, and a morgue in the basement, thus relieving the North side buildings.

Judge Blodgett on Tuesday overruled the motion for a new trial in the case of August Fisher, the Desplaines street brewer, who was arrested last summer and convicted of failure to stamp his barrels and of several other irregularities. An execution was issued against him and his bondsmen and placed in the hands of the Marshal. The bond is signed by his wife and Hora Klavrath, and the judgment and costs was $1,273 58. The total expense to which Fisher has been put by trying to defraud Uncle Sam out of a few stamps is over $1,500, and he will pay it or go to jail.

The annual report of Health Commissioner DeWolf shows that the physical condition of Chicago's populace during the past year has been unusually good. The death rate has been low, and no contagious diseases have committed any ravages in the community. Dr. DeWolf congratulates the city on the construction of a garbage furnace, and advises that steps be taken to secure the erection of at least two more of the same pattern. The authorities are urged to take effective measures to prevent the pollution of the city's water supply.

W. E. Hale & Co., the regular inspectors, have submitted their report on the condition of the elevators in the Court house. The report shows that although the machinery of the elevators is all right the men who run them have been guilty of neglect, in consequence of which considerable repairing has been necessary. It is believed that more elevators will have to be placed in the building to accommodate the public as soon as the new court rooms are completed.

The new South Park Congregational church was opened Tuesday by the twenty-fifth annual meeting of the Chicago association of Congregational ministers. The church was beautifully decorated. In the evening the Rev. Frank Gunsaulus preached the dedicatory sermon, the prayer being offered by the pastor, the Rev. S. L. Freeland.

The County hospital bills for the quarter ending February 28 as compared with those of his predecessors are very creditable to Warden Stephens. In 1884-5 the amount was $56,610 20, in 1885 6 it was $66,403 84, in 1886 7 it was $65,249 31, while for the quarter ending February 28 last it was $40,368 02.

At the monthly meeting of the woman directors of the Chicago Orphan asylum held Tuesday resolutions to the memory of the late Mrs. Mancel Talcott and Mrs. Henry Sayrs, the latter a former president of the board, were read and adopted.

City Collector Onahan's monthly report shows receipts from licenses, $13 810 52; building permits, $2,653 50, wholesale liquor licenses, $9,966 67, amusements $890, saloons, $2,211 85.

Herman S. Mudlue, stamp clerk in the department of the Superintendent of Mails, was arrested Tuesday night and confessed to having opened letters and stolen $250 since March 1.

It is rumored that another American Cardinal is to be appointed soon, and that either Archbishop Feehan, of Chicago, or Bishop Ireland, of St. Paul, will [illegible] receive the honor.

The large room opposite the Council chamber is to be turned into a reading room for the public library. Improvements will also be made in the present library rooms.

Assistant Health Commissioner Thompson wants an ordinance passed to punish engineers and firemen for not operating smoke-consumers.

Theodore B[illegible] Tuesday assumed the new duties as City Attorney Washburne's right hand man.

* * *

Illinois Turner Society

The annual State convention of the Illinois Turner society takes place at [illegible] hall, Diversey street and Sheffield avenue, Lake View, this Sunday morning. The National convention will be held at the same place on May 20. The [illegible] tournaments' will come off at [illegible] athletic grounds [illegible]. The society in Illinois [illegible] members and in the United States [illegible]. Its object is the physical development of its members by athletic training and by proper [illegible]. It [illegible] professional teachers [illegible] throughout the country.

* * *

A Health Conference

The State Board of Health [illegible] invitation for a conference [illegible] authorities and Boards of Health [illegible] of cities, towns and [illegible] to be held at the Capital building at Springfield on Thursday and Friday, May [illegible]. Topics relating to the [illegible] will be discussed [illegible] received and read.

* * *

Messrs. S. C. Griggs & Co. [illegible] have just issued [illegible] of that [illegible] "Roberts' Rules of Order," which [illegible] received the unqualified indorsement of the most eminent parliamentarians of the [illegible].

DOES THE WORLD GO?

Evidence of a Big Boom in Popularity Among Wage-Workers.

Last Week's Circulation Increased 2,600, and This Week's 2,500.

The Congressman Coming In.

HOUSE OF REPRESENTATIVES, WASHINGTON, D. C., April 10.—F. D. BENNETT, Esq., Editor SUNDAY WORLD: I enclose $2 50 for one year's subscription for THE SUNDAY WORLD. It is a fine paper. I [illegible] it first rate and can see no reason why you cannot make it a great success. Very truly, WM. E. MASON.

Thirty-Four More at Port Jervis.

PORT JERVIS, N. Y., April 27. F. O. BENNETT—*Dear Sir:* Please have the within thirty-four subscriptions include [illegible] issue of the 29th, and accept the thanks of Division 54 for your manly espousal of justice. S. L. HOGG. Box [illegible], Port Jervis, N. Y.

Booming at Burlington.

BURLINGTON, Iowa, April 30.—Send me regularly [illegible] copies SUNDAY WORLD. I have that number of subscribers, and will [illegible] increase the order. Send also [illegible] 50 of [illegible] issues of April 15th, 22d and 29th. ALBERT WILKINS. Barrett House Block.

Many Sold at Marshalltown.

MARSHALLTOWN, Iowa, April 30.—F. O. BENNETT, Manager, Sunday World: Make my order 25 copies. Shall remit promptly first day of each month. CHARLES A. [illegible], General News Agent.

A Club of Thirty-Five in Meadville.

MEADVILLE, Pa., April 28. F. O. BENNETT—*Dear Sir:* I did not have time to attend to getting up a club, so I turned the matter over to our newsdealer with what names I had on my list. We have thirty-five names now, all told. The engineers are perfectly delighted with your paper, and I have no doubt but that we can swell the list considerably yet. I will do all I can for you. We don't see a word in any paper about the strike, in fact they would have us believe that the strike is over long ago, but we know better. Hoping that you may live long to battle for the right, I am, very respectfully yours, A. B. YENGSON. 1070 Water st., Meadville, Pa.

The Western News Company Wants The World.

THE WESTERN NEWS CO., Randolph st., Chicago, April 26. MANAGER, SUNDAY WORLD—*Dear Sir:* We are in receipt of orders for your paper, and would like to know what arrangements we can make for supplying it. Please call and see us. Respectfully, WM. COCHRANE, Treas.

Increased Order at Meadville, Pa.

MEADVILLE, Pa., April 26.—*Gentlemen:* Wrote you this morning ordering 20 papers regularly. I have since found out I will need at least 50. You will therefore please make my order 50 regular. Respectfully, B. A. WHITNEY.

Eleven Subscribers in Elkhart, Ind.

ELKHART, Ind., April 25. MANAGER, SUNDAY WORLD: Enclosed find names of club of eleven subscribers and money order remittance for same. Will send more names in a day or two. All of the boys want the paper that refused to be bought. Respectfully, D. F. WAGNER.

Our Agents at East Saginaw.

EAST SAGINAW, April 26. *Gentlemen:* Send us 10 SUNDAY WORLDS of the 29th inst., also write us your terms. Would like to act as your agents in this city. Respectfully, BENSON, MITTS & CO.

Increased Circulation at Bloomington.

BLOOMINGTON, Ill., April 26. SUNDAY WORLD PUBLISHING CO.: *Gentlemen:* You will please send me 25 copies of your paper every Sunday until I can increase the order. You can draw on me or send the bill and I will remit. Yours truly, WM. BUNTON.

Fifteen Subscribers at Keokuk.

We are greatly obliged to Mr. Henry M. Martin, of Keokuk, Iowa, for a list of fifteen subscribers and accompanying money order for the same. Mr. Martin received his first copy of THE SUNDAY WORLD from Bro. S. E. Hoge April 15th.

Thanks are also due Mr. George W. Wheatley, of Beardstown, Ill., for several subscriptions and [illegible] sales of paper. MANAGER, SUNDAY WORLD.

From Amboy, Ill.

AMBOY, Ill., April 25. SUNDAY WORLD PUBLISHING CO.—*Gentlemen:* Enclosed find postal note for $2 50 for one year's subscription commencing with the first number of the paper. Wishing you success in your venture in advocating the rights of labor and of the engineers in particular, I remain, yours truly, [illegible] COMSTOCK. Amboy, Lee county, Ill.

Increased Circulation at Beardstown.

BEARDSTOWN, Ill., April 23. F. O. BENNETT: *Dear Sir:* I received 25 copies of THE SUNDAY WORLD of April 22d. I ordered 50 copies of the same. If you have not sent the other 25 copies please send them at once, as 25 was not half enough to go round. Will want of your next issue 100 copies. Please let me know club rates as I think I can get you 100 subscribers here. Yours truly, G. W. WHEATLEY.

The First Club Formed at Altoona, Pa.

Editor SUNDAY WORLD: Enclosed find club list of twenty-two regular subscribers being names that I picked up at one time. [illegible] I enclose amount [illegible] for [illegible] of which were paid. We are [illegible] railroad men and admire your paper for its fairness and the upholding of the just cause of the Brotherhood in the West. [illegible] subscriptions with [illegible]. Very respectfully, J. W. ICKES. Altoona, Pa.

The Latest from La Crosse.

LA CROSSE, Wis., April 24. F. O. BENNETT—*Dear Sir:* Enclosed please find draft for amount this division owes you. We want 25 copies of the next issue, and will order each week the number of papers [illegible]. Yours respectfully, A. C. HINCKLEY.

At Albia, Iowa.

ALBIA, Ia., April 24. *Gents:* Send me [illegible] THE SUNDAY WORLD of [illegible] copies each week after [illegible]. Send me bill on the [illegible] each [illegible]. Yours respectfully, [illegible], Newsdealer.

How It Goes at Beardstown.

BEARDSTOWN, Ill., April 17.—F. O. BENNETT, 76 Fifth avenue, Chicago: *Dear Sir:* I received the twenty-five copies of THE SUNDAY WORLD and they went like [illegible]. Please find enclosed postal order for the amount your bill [illegible] for. [illegible] for twenty [illegible] copies of same issue, Sunday, the 15th. Send us fifty copies of your next issue, and oblige. Yours truly, GEO. W. WHEATLEY.

At Evansville, Ind.

EVANSVILLE, Ind., April 15. [illegible] SUNDAY WORLD: Please send your paper to my address for three months, and let me know your terms, commencing with April 15, 1888. The Brotherhood men are well pleased with your news in regard to the C., B. & Q. strike, and want to hear more of the same. FELIX ARCHER, Chief Engineer, Division 216.

Getting Them Out in New York.

PORT JERVIS, N. Y., April 18.—SUNDAY WORLD PUBLISHING CO., CHICAGO: Please send me 150 copies of THE SUNDAY WORLD of April 15th, also 150 of next issue, April 22. J. D. FRANTZ.

Selling Ahead in Fulton, Ill.

FULTON, Ill., April 18.—THE SUNDAY WORLD PUBLISHING CO.: *Gentlemen:* Can I make arrangements to handle your paper on sale? I have already sold five ahead for Sunday next. Please send me ten of the 22 anyway. Respectfully, FRANK W. [illegible].

Way Down in Jersey.

ELIZABETH, N. J., April [illegible]. NEW YORK BUREAU, THE CHICAGO SUNDAY WORLD: I have three subscribers for THE CHICAGO SUNDAY WORLD, commencing April 1, 1888. What is the subscription price per year? also send club rates. B. MUNN.

An [illegible] from [illegible]

F. O. BENNETT, Esq.—*Dear Sir:* [illegible] send me ten copies SUNDAY WORLD for 22d. Send by fast mail if possible [illegible] may get them with other papers. Send bill and we will remit. [illegible] SCHULTZ & [illegible].

Foxburg, Pa.

FOXBURG, Pa., April 18th. [illegible] THE CHICAGO SUNDAY WORLD: Please send me sample copies of your [illegible] Sunday, April 22. I think I can get up club of twenty-five. Yours respectfully, M. J. CONNOR. Foxburg, Pa.

Want It at Bowling Green, Ky.

PUBLISHERS CHICAGO SUNDAY WORLD—*Gentlemen:* Please send sample copy of Sunday, the 21st, also send me special club rates; think there is [illegible] that we take your paper here. It is the laboring man's friend. Yours truly, J. C. WHITE[illegible], Bowling Green, Ky.

Harrisburg, Pa.

HARRISBURG, Pa., April 19.—F. O. BENNETT—*Dear Sir:* Please send me twenty-two copies of THE CHICAGO SUNDAY WORLD of [illegible]. You will please find enclosed amount in payment. GEO. P. KENNEDY. Harrisburg, Penn.

* * *

DROPPED IN THE BOX

REQUESTS FOR INFORMATION ON A VARIETY OF INTERESTING SUBJECTS BY READERS OF THE SUNDAY WORLD AND REPLIES THERETO.

[illegible]

The Prince of Wales landed in the country at Detroit, September [illegible], 1860, having spent a month in Canada. He did not pass through Castle Garden, and he sailed from Portland, Me., on October 20, 1860. There are [illegible] 000 persons in Salt Lake [illegible] of whom perhaps [illegible] 000 to 78,000 are Mormons.

[illegible]

"The Marquis landed on August 15, 1824, at Castle Garden. He visited each of the 24 States and the principal cities in a continuous triumphal progress. He sailed from Washington September 7, 1825.

VETERAN. [illegible]

Two hundred and twelve thousand six hundred and eight Federal soldiers were captured, of 29,[illegible] died; 476,169 Confederates were imprisoned, of whom [illegible] 764 died. But [illegible] Federals were paroled on the field, and 248,[illegible] Confederates. The figures of those imprisoned should then be 126,17[illegible] and [illegible]. The death rate among Union prisoners was therefore rather more than [illegible] per cent; that of the Confederates rather more than 11 per cent. The South had not the means of caring for its prisoners that the North had, and leaving the intentions of the two governments toward their prisoners out of the question the death rate of [illegible] per cent in the North was probably as high as the [illegible] per cent in the South.

STUDENT. By what [illegible] applied [illegible] By no authority. [illegible] version of the accepted English and American custom of speaking of [illegible] representatives [illegible] member for this place [illegible] English idea still [illegible] honorable, not [illegible] representative, the official [illegible] same, but [illegible] holder of a position [illegible] Honorable.

* * *

Wrestling.

A collar-and-elbow wrestling match between Adon Butler, of Chicago, and [illegible] Dorner of Shamokin, Pa., Monday evening at Arlington hall, corner [illegible] street and Indiana avenue, was won by the former in two successive falls. The match was for [illegible] a side, [illegible] receipts, and the championship of America. [illegible] Dickens [illegible] match for $50 a side.

* * *

China, [illegible] Herald has [illegible] This [illegible] independent [illegible] Tibet, Kashgar [illegible] number of [illegible] China, therefore, [illegible] still disposes [illegible] China has [illegible] tion of Africa [illegible] entire [illegible] of the whole world.

A new kind of [illegible] in Sweden which [illegible] wonderful [illegible] highest power of [illegible] and ten [illegible] of an inch, [illegible] distinguish [illegible] inch.

The B[illegible] Government [illegible] authorities [illegible] the Pacific from New [illegible] Islands and Sandwich [illegible] Vancouver and through [illegible] world [illegible] munication with [illegible].

The money given [illegible] Presbyterian church [illegible] during the past [illegible] 40,000 [illegible] of more than 200 [illegible] Bible readers [illegible].

POLICE NEWS

Chief Hubbard has found a new use for the police force. One day, the forepart of the week four dandy coppers on horse back were seen heading a procession gotten out for advertising purposes by a West side tailor. This is the first case of the kind wherein the finest were used for such a degrading purpose. He presumably paid $3 each for the use of the officers, but how this money finds its way into the city's exchequer is not known. However, it's a poor use to put the force to. There are plenty of places that need guarding in this great city and no one knows it better than the Chief. However, this small break is excusable, but no more of them.

Everyone is commenting upon the improved appearance of the force. Bonfield is responsible. He inspected the wardrobe of every copper, and as a result everyone was instructed to secure new togs instanter. The mandate was obeyed, and all members looks better even if they don't feel the same.

Tuesday was the first of the month and the force received its envelopes. Some contained the usual stipend, some did not. The Comptroller made no mistake, but the men did. Had they attended to business instead of visiting saloons they would have received their full salaries. Perhaps the [illegible] appearance of the [illegible] will have the desired effect. There is nothing that makes a man tend to business more [illegible] than to dock him when he [illegible] break. A police officer is no exception to this rule.

New accessions to the Central detail every day. Where the new forces come from is a conjecture, but the adjuncts present a good appearance just the same. Such men are the kind that should compose this part of the finest. Verily, the C. D. will compare with any force, come from where they may.

The shell workers have quitted the viaduct and have taken up quarters at the Northwestern depot. A pair of rustics were relieved of $60 last Sunday in the place, and they squealed of course; but as shell men are smooth people it's likely that they'll escape arrest. However, they have not been captured, and a week has now passed.

The Nordselle is to have a new station, and Lieut. Baus wants to be the Captain. The location spoken of is at No. 1,782 Milwaukee avenue. Since the strike of the brewers there has not been much of a demand for police on the North side, but since the supply has again been resumed the usual number of wife murders are taking place. Hence the new station and more police.

Captain Fitzpatrick will not rest much hereafter. The regular drills in the department are to be resumed, and as he is drill-master he will have to bring the raw recruits into line. This is no easy job when it is considered that a drove of Texan steers are easier to handle than some of the men from Gad's Hill, Thirty-fifth street, Larrabee and Webster avenue. In those districts the men live who know it all. Fitz, however, says he'll tackle the new layout, and if he makes a success out of them the patience of a former copper [illegible] will not be a marker.

Someone has said that an improvement has been made in the detective force. Perhaps there is, but it would require a pair of opera glasses to locate the improvement. The individuals who insist in holding down chairs are not a bit better than their predecessors. Every day it begins to appear with more brilliancy than formerly that the Central station is an asylum for political strikers. There are a few men there who have won the position on their merits, but the majority are warm friends of the machine. This may sound queer to some persons, but it's gospel truth just the same and the machine knows it.

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BOOKS AND AUTHORS.

"A False Start," a novel by Hawley Smart, is an English story of a young man who prepared for the ministry and accepted a curacy in a town of some importance. There is some remarkably bright character sketching in the book, especially in the descriptions of society at Tunnleton, graphic scenes of the races, and exceptionally strong and vivid descriptions of incidents in the Zulu war, where the hero showed the stuff that was in him. Published by D. Appleton & Co., New York; Boston branch, 92 Franklin street.

In his "Ethics of Boxing and Manly Sport," John Boyle O'Reilly has produced a book of great historical interest and of [illegible] value as an incentive to the practice of those games, sports and exercises the general adoption of which would [illegible] a revolution in the physical aspect of the young men and women of the world. The volume is profusely illustrated, and as a frontispiece a beautiful engraving is given of John Donoghue's statue of "The Boxer." Published by Ticknor & Co., Boston, price, [illegible] 00.

D. Appleton & Co., New York, have issued in exquisite shape a volume of "Ballades and Rondeaus," compiled by Gleeson White from all sources. To song writers it will be a perfect treasure trove, for a full third of the themes seem written to be sung. The Appletons have given it a most beautiful setting, its pages being [illegible] and its covers scrolled fancifully with gold.

"Negro Myths from the Georgia Coast," told in the vernacular by Charles C. Jones, Jr., LL. D., is an admirable companion volume for the popular folk lore given in the dialect in vogue among the negroes of middle Georgia. The book is neatly bound in light cloth, with characteristic design in black on the cover. Published by Houghton, Mifflin & Co., Boston, price, [illegible].

The best book in existence on the subject of short-hand is Cross' "Eclectic Short Hand," published by S. C. Griggs & Co., Chicago. It is brief, simple and the easiest to write. The publishers will send demonstrative circulars on application, or the book itself on receipt of $2.

The series of papers on "Books That Have Helped Me," which appeared in *The Forum*, are to be published forthwith by Messrs. D. Appleton & Co., in a paper [illegible] uniform with the "How I Was Educated" papers, which have now gone [illegible] edition.

"The Laws of Euchre," as adopted by the Somerset Club of Boston, March 1, [illegible] set forth in a neat little volume, [illegible] published by Ticknor & Co., [illegible] 75 [illegible].

G. P. Putnam's Sons, New York, have [illegible] a new and enlarged edition of [illegible] W. Knox's "Pocket Guide for [illegible] which is a valuable little handbook [illegible].

THE WRECK RECORD.

How the Competent Engineers of the "Q." Are Destroying Property and Injuring Passengers and Employes.

The List of Disaster, Damage, and Death Constantly Swelling.

A COMPETENT ENGINEER.

PEORIA, Ill., April 30, 1888.—Editor SUNDAY WORLD.—*Dear Sir:* It may be you can use an occurrence of Saturday at this point with the investigating (United State) committee. Saturday morning passenger "Q" for Galesburg, engine 77, was standing at the Peoria depot. The brakeman gave the signal to pull ahead as they wanted to set a car out of the train. The engineer started ahead and kept going, leaving conductor, brakeman and part of train at depot. The conductor rushed into the office and sent a message to Bridge Junction, [illegible] miles out, to stop engine 77. Clerk Conners went out on the track and flagged the train. The engineer at first would pay no attention to the flag, whistling to Conners to get off the track, but finally he stopped the train and threatened to get off and whip Conners for flagging him. Conners explained to him that he had no crew and finally [illegible] scabby backed up without putting anyone on the rear and reached the starting point in safety. After securing the balance of his train he started wildly out and disregarding signals given him by citizens to stop, paying no attention to repeated brake signals from the "Q" switch engine, he nearly ran into a switching engine and did run off the end of the rail where the switch engine had just left the main track. Engine 77 and three cars went off the track, breaking the pilot off engine and doing considerable damage to trucks of coaches and engine. The train was delayed four hours. Mr. Arcles or Arkles, a "Q" foreman, said the engineer was drunk, and a number of other witnesses can be found to say they believe the engineer was drunk. A freight engine had to take the passenger train to Galesburg and some of the passengers took other routes to reach their destinations. This occurred on Saturday, April 28th, at Peoria station, between 8 and 9 o'clock a. m. Hoping you can make use of this item, I am, yours fraternally, J. W. WELCH, F. A. E. 92.

N. B.—A party saw this engineer drink out of a bottle carried by him on the engine, and while the engine was off the track he drank from the bottle.

LINCOLN, Neb., May 2. Ravenna merchants say their goods are from eight to twelve days from Lincoln, and one car of salt since February 20 on the road from Chicago and not arrived yet.

The scab on engine 10, at Crete, reported that when he wanted her to go ahead she would not, and when he wanted her to go back she went one turn and stopped. The master mechanic asked him what was the matter. He said he did not know, but the steam all went up the stack.

A *special scab protector* shot the knuckles off his hand getting off an engine with a gun.

It is reported a brakeman was killed on the Nebraska railway last night, but we can't find out anything about it.

It is very quiet to-day. The *Burlington* are short of *scabs* and won't hire any. The scabs on passengers are doubling.

LINCOLN, Neb., May 1.—Train 94 run into 95 at Dewitt and smashed a coach and killed a man.

No. 1 ran through a switch at Lincoln and ditched engine and two cars.

Scab on train 45 backed into U. P. train on crossing and smashed way car.

Scab on train 40 ran off a stub switch at Ravenna and ditched his train.

A stock man says he was from Monday to Saturday going from Ulysses to Denver, and the scabs nearly killed his stock.

Two stock men were four days going from Omaha to Akron with two cars of stock on the B. & M. fast freight.

Two engines towed to Plattsmouth to-day. Trains waiting for engines all day not out yet. No. 28 yesterday had orders to let out empty box at every station, and left every track full and blocked the yard in Lincoln.

ATCHISON, Kan., May 1.—Atchison reports no passenger travel and freight very light.

Red Cloud: No freight for a week.

Hastings: One freight train a day, 15 cars.

McCook: One freight train a day, 9 to 15 cars.

Train 28 into Lincoln was pulled by engine 191 and switch engine 2, both on one side.

KEOKUK, Ia., April 26.—Three scab crews on the Burlington left here last night and have gone back East to stay. Three crews left Hannibal to-day, and more will follow in a few days. They say they have been notified that after May 1st they will have to hunt their own boarding-houses, and they can't find anybody that will board them.

CRESTON, Ia., April 23. A wreck at Afton yesterday was caused by one train running into the side of another while pulling on to a side track. An engine broke down at Thayer the day before. The engineer and fireman worked five hours in disconnecting the engine. When they had *both* sides disconnected (the engine partly in towing condition) the engineer told the operator at that point to give him orders to run to Creston, that the engine was all right. The operator would not give orders until he could find a pilot to send with him to Creston. When the pilot came he found the engine in the above-mentioned condition.

LINCOLN, Neb., April 23. Reports from the quarter since the last few hours: Train No. 4, passenger, while running between Ashland and Pacific Junction, was delayed at the last named station owing to engine 195 having packing blowed out. Engine [illegible] ran into the [illegible] end of a train at Seward, wrecking way car No. 47 of the train. Engine 130 got played out, and was towed into roundhouse. A switch engine had to go to Havelock and pull in the (freight) train. Engines [illegible] and 70 had a collision at [illegible]. The tank of engine 70 was drove into a car of stock, the whole length of it, a few cars smashed and some stock killed was the result. The scabs got clear as usual.

LINCOLN, Neb., April 2[illegible]. Engine [illegible] was taken to Plattsmouth with front end stove in, saddle broken and trucks knocked out, also the tank half way through a box car. A collision between two trains on a connection, taking a cylinder of each engine. (Number of engines not known.)

LINCOLN, Neb., April [illegible]. A conductor told correspondent that the company have men running engines that did not know a little bit about the business. Most of them will [illegible] into stations and pull out again without looking for [illegible] scab could not [illegible] ten emp[illegible] Firth hill. The brakeman [illegible] man, had to show him how to [illegible] stopping at Firth the stop [illegible] sudden that the seats were [illegible] way cut. The stock men want [illegible] the scab. The company has [illegible] in the yard here that were [illegible] ago on March 1. The Platte [illegible] are getting sick of the [illegible] leaving Edgar for home [illegible] burned, engine 32 disabled, [illegible] engine, number not known [illegible] were towed to Plattsmouth [illegible] 25th).

CRESTON, Ia., April 26.—W[illegible] were doubling a hill to-day [illegible] 218, they ran back into [illegible] part of the train so fast that [illegible] smashed in making the coupling [illegible] water, and engine getting tow[illegible] Engine 234 left Ottumwa on [illegible] train, had crank pin twisted [illegible] gine 2[illegible] was coupled on with [illegible] result, as the crown sheet and [illegible] so badly that engine 397 [illegible] had to take the train from W[illegible] Creston, arriving three hours late [illegible] passenger train was two hours [illegible] minutes late; had seven coaches and six passengers on board. [illegible] trains all late arriving and passing here.

* * *

CONDITION OF THE B. & [illegible]

WHAT [illegible] COMPETENT ENGINEERS [illegible] AND WATCHMEN ARE [illegible] THE IMPORTANT "Q" BRANCH[illegible]

Mr. Frank P. McDonald, Chairman of the Grievance committee of the B[illegible] ton & Missouri, arrived home in St[illegible] from a trip over this route Wedn[illegible] April 25th. In an interview he sa[illegible] suppose you have had many of the [illegible] dents, but I give them just as I [illegible] when they occurred. I left St [illegible] April 10th, and was in Pacific Jun[illegible] the 11th. That day B. & M. eng[illegible] came over from Plattsmouth, das[illegible] the yards and collided with switch [illegible] 368, wrecking her, together with [illegible]. The engineer of the freight said the [illegible] man let him down off the Platte [illegible] bridge too fast and he couldn't stop [illegible] point of the excuse is not apparent. It is learned that the bridge is [illegible] from the junction. That same day [illegible] engineer pulled out of Plattsmouth [illegible] neither conductor nor orders. A [illegible] engine ran him down and halted him [illegible] was running right along toward pas[illegible] train No. 5, which had orders again[illegible]

"On the 11th an extra freight [illegible] of Plattsmouth, ahead of and on [illegible] of passenger trains 9 and 3, with [illegible] ductor and no orders, and was hal[illegible] the same way. For these offenses [illegible] gineers are suspended or discharg[illegible] road have none too many.

"The same day I saw both engine[illegible] and 196 on their sides in Omaha; [illegible] 156 was towed into Plattsmouth.

"On the 12th, engine 188 found [illegible] rail in Lincoln yards, ditched thr[illegible] and broke a brakeman's leg; engine [illegible] lost her soft plug at Crete; passenger 43 overtook and ran into an extra [illegible] on Germantown hill, and the engine towed in, a mogul taking the train thr[illegible]. This day engine 411 died at Denton, [illegible] 416 at Crete ran into the *rear* [illegible] freight train, loaded the caboose on [illegible] front end, demolished the *headlight* and front end. *On the 15th at* [illegible] in the evening a *freight on the W*[illegible] ran into a switch engine at Beat[illegible] totally demolishing the latter. Both [illegible] towed into Lincoln. The freight engineer told me he had never run an engine [illegible] the strike. On this same day occ[illegible] that fearful accident at Kesterton [illegible] After the excitement was over a tra[illegible] man found a bottle half filled with w[illegible] in the cab of the passenger engine [illegible] may account in a measure for the acc[illegible]. That evening a passenger train ra[illegible] the rear of a freight between Sutt[illegible] Harvard, damaging a mail car and coach. Engine 20 came into Lincoln [illegible] night working on one side only, [illegible] fore she reached the depot and was [illegible] in by a pony; engine 416 came in [illegible] head light and pilot. At Beatrice [illegible] 24 slipped an eccentric and neither [illegible] gineer nor travelling engineer could [illegible]. A delay of three hours to a passenger [illegible] was the result. Engines 107 and [illegible] towed into the Lincoln yards [illegible] came in dead shortly afterward [illegible] followed by 165 with one cylinder knocked out. These are a few of [illegible] minor accidents, and if any person [illegible] any doubt about it the proof will [illegible] duced.

"At Lincoln, Superintendent [illegible] requested the discharge of a *Jou*[illegible] porter for writing an account of [illegible] accident, and at Wymore Superint[illegible] Rodgers discharged Roadmaster [illegible] Sullivan for stating that he belie[illegible] striking engineers to be gentlemen.

"At Denver a wiper was discharged [illegible] refusing to quit boarding at a house w[illegible] refused to board two scabs.

"I rode on train No. 3 from Platt[illegible] to Lincoln via Omaha, and the [illegible] lost 40 minutes running time, rode [illegible] 3 from Lincoln to McCook and lo[illegible] and 25 minutes running time [illegible] on No. 15 from McCook to Denver [illegible] one hour running time. I did [illegible] freight train on the line from [illegible] McCook. I came back on the [illegible] elie, so that I could know when [illegible] get there.

"There were two dead engines [illegible] 'high line' from Holdrege to [illegible] that had been there from six to [illegible] the Plattsmouth and Lincoln shops [illegible] of dead and disabled en[illegible] Wymore shop has had two [illegible] in the past ten days as it [illegible] in a year. The company may d[illegible] statements but you may say [illegible] ready to substantiate every [illegible] have made. I was treated [illegible] yet. [illegible] of the Brotherhood [illegible] gave me the [illegible] in the city [illegible] royal good fellows, and [illegible] best this world can put into the [illegible] any mortal. I picked up lots [illegible] touring the line [illegible] and confused [illegible] liar and travel [illegible] newly elected police judge at [illegible] doing all he can to make [illegible] strikers at his [illegible] ter Mecha[illegible]

* * *

The wealthiest Knight [illegible] in the world is said to be [illegible] of Oakland, Cal. [illegible] tween $2,500,000 and [illegible] niture used in the lodge [illegible] and his widow, who [illegible] vive him willed the lodge [illegible].

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If you want to find THE SUNDAY [illegible] read the list of news agents [illegible] additions each week.